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## FIRST TEST

# NEW ASTON VANTAGE GT12

On the limit in Aston's wildest road car yet



## LAND ROVER'S ICON SALUTED



### Defender vs the sea

We find out how deep a Landie can go



### Meet Mr Defender

Engineering guru spills tech secrets



### One we built earlier

Life on the Land Rover production line

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IMAGE



## SCOOP Jag's secret SUV family unveiled





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Official Fuel Economy Figures for the new MINI Clubman Range: Urban 35.8-60.1 mpg (8-4.7 l/100km). Extra Urban 52.3-76.3 mpg (5.4-3.7 l/100km). Combined 44.8-68.9 mpg (6.3-4.1 l/100km). CO<sub>2</sub> Emissions 147-109 g/km. Figures may vary depending on driving style and conditions.

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'The Aston Vantage GT12 is an old-school sports/GT car, and all the better for it'

Marr Prior, p22



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# 72

Peugeot 607s and their ilk rated

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All-electric cars such as BMW's i3 will remain VED-free

## The case for EVs is gaining momentum

**THE BRITISH PUBLIC'S** appetite for new cars is voracious. According to the latest figures from the Society of Motor Manufacturers and Traders, more than 1.5 million new vehicles have been registered in the UK so far this year.

The industry is on course to run close to the all-time record for annual registrations of 2.58 million vehicles, set in 2003.

Our nation's car buyers are increasingly receptive towards electric and hybrid cars. In the first half of this year, demand for alternatively fuelled vehicles (AFVs) rose by 62.6% compared with the same period last year. That's the biggest increase of any major EU market, although Italy, France and Germany all sell AFVs in greater numbers than the UK.

Full-electric vehicles are rising in popularity as more models go on sale, the charging infrastructure continues to develop and perception of the vehicles continues to improve.

The chancellor's changes to the Vehicle Excise Duty for 2017 should provide a further boost to the full-EV market. With most hybrids due to attract extra taxation, customers considering an AFV could be nudged towards EVs, which will continue to be exempt from road tax.



**MATT BURT** HEAD OF CONTENT

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## AUTOCAR

**AUTOCAR.CO.UK**  
**THIS WEEK'S TOP FIVE**

### VIDEO

#### Flat-out drag race

Nissan GT-R takes on the Juke-R 2.0



### DRIVE

#### Jaguar F-Type AWD

Open-top all-wheel-drive sports car tested



### DRIVE

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Hairy 577bhp muscle car gets an auto 'box



### RETROSPECTIVE

#### Land Rover

Reliving our Land Rover Defender memories



### BLOG

#### Steve Cropley

Predicting the cars of 2030 with a tech expert



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# THIS WEEK

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F-Pace will be the largest of the new Jaguar SUVs



## Jaguar F-Pace spawns S

■ Mid-size F-Pace due in 2016 ■ Smaller models to follow, plus swoopy SUV coupé versions

Jaguar is planning a radical family of premium SUVs to run alongside the new F-Pace, to be launched early next year – and the range could include a baby rival to the Mini Countryman and Audi Q1.

The F-Pace will be the first competitor Jaguar has had to the likes of BMW's X models and Audi's Q range, potentially opening up thousands of new sales as the SUV market continues to expand.

Company insiders have all but confirmed additional models, saying: "Don't think in terms of one more SUV – think a family of SUVs."

The smallest, Q1-sized SUV

would be little more than four metres in length. The company is believed to see more brand cachet in a small SUV than in a supermini and, crucially, it would be able to charge more for a jacked-up baby model than it would a rival for the Audi A1 or Mini hatchbacks.

A larger model than the F-Pace is not thought to be part of Jaguar's plans. There had been speculation that a seven-seat, long-wheelbase SUV was in the pipeline, but company insiders have indicated the performance intentions of the Jaguar SUVs will make a model larger than the F-Pace unlikely. This sporty intention means

that coupé versions are also thought to be likely. These will rival similar cars from fellow premium manufacturers.

BMW and Mercedes-Benz already offer coupé-styled SUVs, with more to follow. BMW's X6 and X4 will be joined by the X2 next year, while Mercedes will add a GLC Coupé to join its existing GLE Coupé in 2017. Audi also plans to release a Q6 and a Q8 in 2018 and 2019 respectively.

Like their rivals, any coupé offshoots of the F-Pace would have sweeping lines, although it is likely they would be available only with four passenger doors rather than two.



Jaguar's crucial first SUV is being readied for launch early next year

AUTOCAR  
IMAGE

# SUV family

## ■ First electric Jaguar on the way, too

The sporty nature of the new family of SUVs will not be confined to their styling, as they look set to do justice to the 'Pace' suffix in their name.

It is expected that Jaguar will offer R and SVR versions of its SUVs, since the company plans to pitch the models as technical flagships.

Previously, Steven de Ploey, brand director of Jaguar, has said of the SUV family: "We'd only do it on two key attributes: if the car was dynamically the most capable, and it met our design standards."

Meanwhile, an electric Jaguar has also been all

but confirmed. Ian Callum, Jaguar's design director, has said recently, "It's coming", when talking about a potential electric Jaguar, while JLR has applied for a series of patents for technology related to inductive charging.

Jaguar has also applied to trademark the name 'EV-Type'. Although this is no indication of a definitive name, it does suggest that such a model is close.

Any future electric EV-Type looks likely to be made at the Magna Steyr factory in Graz, Austria. Jaguar has confirmed that it will be moving some model lines to the facility to →

## Jaguar looks to eastern Europe to meet growth targets

JAGUAR LAND ROVER'S breakneck expansion has resulted in its three UK factories (Halewood, Castle Bromwich and Solihull) operating at close to full tilt.

The arrival of the XE saloon, new XF saloon and F-Pace within a 12-month slot has placed enormous pressure on JLR's production specialists.

The race for scale – it's thought that in the near-medium term JLR needs to be selling 800,000 vehicles each year to be big enough to ride out future recessions – and launch of new models means the company will need extra factory capacity.

A plant in China (with partner Chery) is already producing cars, and a Brazilian facility is currently under construction.

However, the biggest

new plant, with a capacity of more than 200,000 cars per year, is expected to be built in western Poland.

JLR has already signed a deal with specialist Austrian maker Magna Steyr to build "entire future cars", without saying what will be made. It's thought the model will be JLR's first electric vehicle, which will probably be produced only in relatively modest numbers.

Unions have so far been relaxed about JLR's global expansion. Roger Maddison, Unite's chief negotiator for the motor industry, said the model that will be made in Austria "would not have



been able to fit into any of the UK plants".

Maddison also said JLR's long-term annual production aim could be 1.2 to 1.5 million vehicles.

Maddison said Unite was seeking talks with JLR on the issue of job security in the UK as a decision on a European plant gets closer.

» On the Land Rover production line p52



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AUTOCAR  
IMAGE

← free up capacity at its UK plants. The F-Pace will otherwise be built at the company's plant in Solihull in the West Midlands.

The staple engines in the F-Pace will be the new four-cylinder Ingenium petrol and diesel units that made their debuts in the Jaguar XE saloon and Land Rover Discovery Sport this summer.

They include a 2.0-litre diesel engine in two states of tune: 161bhp and 178bhp. The lower-powered version emits 99g/km of CO<sub>2</sub> and claims a combined fuel economy figure of 75mpg in the Jaguar XE, although this is likely to be lower in the larger F-Pace.

Other engines will include a supercharged 3.0-litre V6 petrol engine, set to power the sportiest version of the F-Pace when it is first launched. Prototypes have been spotted testing with large exhaust pipes, red brake calipers and chunky alloy wheels,

all marking them out as a performance variant.

The F-Pace is based on a new platform, known as iQ[AI], which is forming the basis of a series of new Jaguars. The lightweight, aluminium-heavy platform is scalable and allows for high and low seating set-ups. It has already made its debut in the new XE saloon.

Once it has been established, the F-Pace is set to combine with the XE to push total Jaguar sales beyond 200,000 units a year, up from last year's total of around 80,000.

The model will make its official public debut at the Frankfurt motor show next month, before going on sale early next year.

Pricing has not been confirmed, but the F-Pace is expected to compete with rivals including the Porsche Macan and BMW X3, meaning prices should start at around £35,000 and rise to £50,000.

**TOM WEBSTER**



Design director Ian Callum says an electric Jaguar "is coming"



**HILTON HOLLOWAY**

## Why Jaguar needs SUVs



WHEN WAS THE last time you saw a child seat in the back of a Jaguar? That's probably not something you've ever considered, but you can be sure Jaguar's product planners are well aware of the brand's demographic limitations.

A Jaguar dealer once told me a story about the XK coupé. It was a fine car but was, in effect, a two-seater with jump seats in the back.

The dealer said a Porsche 911 driver once appeared at the dealership and pulled the child seat out of the back of his car and tried to

fit it into the XK, without success. With zero chance of accommodating his child, the frustrated Porsche driver had to abandon the idea of owning a Jaguar.

The short version is that affluent, early middle-aged car buyers are more likely to have children than not, and Jaguar has never really been seen as a family brand.

Indeed, the only serious family vehicle it has so far produced in its long history is the XF Sportbrake.

Associated with older buyers, Jaguar is pushing hard to gain a more youthful

image. For example, the XF wagon and its sponsorship of the Sky cycle race team accompanied the launch of the F-Type sports car.

However, the F-Pace (so named in order to be associated with the F-Type) will be the long-awaited breakthrough for Jaguar's family image. It will be a premium SUV of the type that has been a huge seller for major brands from Audi to Volvo.

Jaguar wants to modernise its image. The F-Pace will be a huge leap in that direction.



# New A6 sets standard for

Fifth-gen executive model is set to arrive in 2017 with similar looks and tech to the next A7 and A8

**A**udi has stepped up development of its new A6 more than two years before it is due to reach UK showrooms.

The fifth-generation A6 is being engineered in a joint programme with new versions of the A7 and A8. It's known under the internal name C8.

All three new models share platform, driveline, chassis and electrical systems to improve economies of scale.

Stylistically, the new A6 leans heavily on Audi's Prologue concept car. The next A7 and A8 are set to share a lot of their look with the A6, too.

Audi design chief Marc Lichte said: "We designed the new A6, A7 and A8, then put

the essence of all three into the Prologue. Every element can be traced to the production car."

Key design elements include a wide hexagonal single-frame grille, angular headlights with distinctive LED graphics and a more heavily contoured bonnet. At the side are larger wheel houses, a flatter roof line and pronounced haunches over the wheel arches.

The rear will feature OLED tail-lights, which are set to be previewed on a new Audi concept SUV at the Frankfurt motor show in September.

Inside, there is a newly designed dashboard and an all-new control layout. Employing the same touchscreen and enhanced touchpad MMI (Multi

Media Interface) functions as the next A8, the new dashboard will support up to three high-definition monitors.

There is an instrument display behind the steering wheel, a multimedia display mounted high in the driver's line of sight and a third display lower in the centre section of the dashboard for features such as the air conditioning.

A new connectivity platform uses the latest in wireless local area network technology. This will allow continuous updating of traffic conditions for the navigation system, as well as software updates for the control system.

Although the new A6 has similar external dimensions

**Audi Prologue**  
previewed look of  
new A6, A7 and A8



New A6 is similar in size to today's but will be roomier and lighter



# big Audis

to today's car, it's claimed to have more interior space thanks to its second-generation MLB platform.

The new A6 has a slightly longer wheelbase, wider tracks and shorter overhangs, freeing up space both front and rear. Luggage capacity is set to rise over today's 530 litres (saloon) and 565 litres (Avant).

The new platform adopts a high percentage of hot-formed high-strength steel, aluminium and carbonfibre-reinforced plastic to cut weight. Audi sources suggest the entry-level four-pot petrol A6 weighs well under the 1535kg of today's A6 1.8 TFSI.

Power for the volume-sellers will continue to come

from an extended range of four-cylinder engines. These will be revised versions of today's petrol and diesel fours and offer similar outputs to those used by the new A4.

More luxurious petrol A6s will use new 3.0-litre V6 and 4.0-litre V8 engines sourced from the Audi-Porsche 'Kovomo' engine joint venture, according to insiders.

Audi also plans a new range of V6 and V8 diesels with electric turbocharging – a technology Audi will launch on its upcoming SQ7.

In addition, Audi will give A6 buyers the option of a petrol-electric or diesel-electric plug-in hybrid system.

**GREG KABLE**

## Audi S8 Plus: 189mph and 0-62mph in 3.8sec

A MORE POWERFUL version of the Audi S8, called the S8 Plus, is set to go on sale in the UK from January.

The S8 Plus is powered by the same twin-turbocharged 4.0-litre V8 engine as the standard 513bhp S8, but its power has been boosted to 597bhp. Torque peaks at 516lb ft in normal use, but

an overboost function can temporarily lift that to 553lb ft. Audi claims the S8 Plus can reach 62mph from rest in 3.8sec, making it the fastest S8 model yet.

The S8 Plus's top speed is limited to 155mph, but an optional Dynamic Package can lift that to 189mph. The same package also equips

the car with carbon-ceramic brakes and a modified sports exhaust system.

The S8 Plus's standard features includes a full-leather interior, power-assisted doors, a DVD player and 21in alloy wheels.

The S8 Plus is priced from £97,700 – almost £17,000 more than the standard S8.





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OFFICIAL PICTURE



# Swift's big brother UK bound

Suzuki's all-new Baleno hatchback is set to go on sale next summer, heralding a raft of new models

**S**uzuki's B-segment iK-2 concept from March's Geneva motor show will reach the UK in production form next summer, badged as the Baleno.

This preview picture shows the new five-door hatchback's styling is almost identical to that of the iK-2 concept. Suzuki says the car combines "a stylish design, spacious interior and new technologies".

The Baleno will be the first model to be powered by Suzuki's new turbocharged 1.0-litre petrol Boosterjet engine. A mild hybrid version – utilising a 1.2-litre petrol engine and lithium ion batteries – will also be available, but most

likely not at the car's launch.

Suzuki says the car's layout, and the materials used in its construction, have been geared towards reducing weight "in order to meet the rigorous size and weight requirements specific to compact cars".

Autocar reader Kate Hudson-Hall spotted a camouflaged prototype of the Baleno testing in the Lake District recently. The prototype's dimensions appear to make it longer, wider and lower than the Swift.

The larger dimensions should give the new Suzuki more boot space than the Swift, which offers 211 litres with its rear seats in place.

The Baleno sits on a new-generation platform, which is expected to underpin more new models. In particular, Suzuki is expected to use it as the basis for a crossover to rival the Nissan Juke.

Those plans form part of Suzuki's strategy to launch six new models by 2017. Among them a production version of the iM-4, an A-segment 4x4 concept also revealed at Geneva, and a replacement for the current Swift, which will be six years old in 2016.

Given its larger dimensions, the Baleno is likely to be priced above the £8999 starting price of the current Swift.

**DARREN MOSS**

**SPY SHOT**  
SUZUKI BALENO



PHOTOGRAPH KATE HUDSON-HALL

## Ferrari F12 Speciale gets hardcore aero package

THE UPCOMING FERRARI F12 Speciale will receive a more hardcore aerodynamic package to complement a power output of around 760bhp and a kerb weight

up to 200kg lower than that of the standard car.

The F12 Speciale's bodywork has been seen undisguised ahead of a likely debut at the Geneva show next March.

The image shown here reveals several of the aerodynamic tweaks that Ferrari will implement for the F12 Speciale. These include vented wheel arches, a front spoiler and a rear diffuser.

The photo, which shows other Ferrari models in the background, is understood to have been taken in Italy.

Designed to be a lightweight version of Ferrari's F12 flagship, the F12 Speciale is expected to be a full-scale production car in the same vein as the 458 Speciale, rather than a limited-run

model. The standard F12 Berlinetta will continue in production alongside it.

A weight saving of up to 200kg would mean that the F12 Speciale would tip the scales at a remarkable 1430kg. Meanwhile, the F12's 730bhp 6.2-litre V12 is believed to have been given a 30bhp power boost to 760bhp.

If that's the case, this will elevate its power-to-weight ratio from 447bhp per tonne to 531bhp per tonne. That would not only give it clear bragging rights over its closest rival, the Lamborghini Aventador

LP750-4 Superveloce, but also put its performance on a par with that of the Porsche 918 Spyder hypercar.

Expect a 0-62mph time of 3.0sec or quicker. However, the 211mph top speed of the current F12 may be reduced by the drag from the extreme aerodynamics package.

There is no word on price. However, the F12 Berlinetta has a list price of £240,083 and the 458 Speciale was around £30,000 more than the 458 Italia, so it is unlikely buyers will receive much change from £300,000.

**SPY SHOT**  
FERRARI F12 SPECIALE



PHOTOGRAPH CAVALLINO RAMPANTE



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£219	£22,660	£5,465.76	£1,250	£15,944.24	37 Months	£10,416	£25,015.76	5.9%	

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## Confidential

LOTUS CEO Jean-Marc Gales doesn't think a hybrid powertrain is appropriate for the company's sports cars because the batteries run down too quickly in high-performance driving and add too much dead weight. However, a hybrid system with a very small internal combustion engine and quickly chargeable batteries is on the agenda for the company's upcoming SUV, which will be designed for such a powertrain from its inception. It'll be on sale, at first exclusively in China, from 2020.



EARLY EXPLORATORY work has begun at Toyota's Burnaston plant to investigate how it can be adapted for manufacturing cars built on the firm's innovative New Global Architecture system. The first cars to sit on the platform are the new Prius and C-HR SUV, but the Auris, which is currently built in the UK, will switch for its next generation, expected to be launched around 2018.

HONDA UK's head of cars, Leon Brannan, insists that there "won't be an HR-V Type R in a million years". There will be style packs made available on the HR-V to emphasise a rugged or sporting look, but Honda is keen to avoid watering down the Type R reputation.

SKODA IS TO tweak the settings of the optional adaptive dampers available on its new Superb Estate, in order to improve body control in Comfort mode. This softest setting has been criticised for being overly sloppy, but company execs claim they've made alterations to improve rear damper rebound in particular. The changes will be implemented on cars built after September.

# Mazda goes beyond CX-5

Frankfurt show Koeru concept to preview new range-topping seven-seat SUV

**M**azda's Koeru concept, which will make its global debut at the Frankfurt motor show next month, previews a future seven-seat crossover that is likely to crown Mazda's SUV line-up in the UK.

Designed by Luca Zollino, lead designer at Mazda's European R&D centre in Germany, the five-door, seven-seat Koeru is described as making "a bold statement

in an increasingly popular and competitive segment".

Mazda says it will "surpass existing standards and raise the bar for performance, efficiency and overall value".

Koeru means to 'exceed' or 'go beyond' in Japanese.

The concept's swept-back design gives it a different appearance from Mazda's current SUV offerings, the CX-3 and CX-5. Its shape is more akin to the new

generation of SUV coupés such as the BMW X6 and Mercedes-Benz GLE Coupé.

The concept is expected to be a little larger than the CX-5. Such dimensions would place it in competition with the Land Rover Discovery Sport and Kia Sorento, both of which can seat seven.

Mazda has confirmed that the concept will be powered by its Skyactiv engine range. No further details have yet

been revealed, but the firm's 2.2-litre diesel, currently offered in the CX-5, seems like the most obvious candidate.

Underneath, the new model is understood to be related to the Mazda 6 Tourer, which measures 4805mm in length.

By comparison, the standard CX-5 measures 4555mm. The extra length will be necessary to add a third row of seats.

**DARREN MOSS**

# Renault's X-Trail equivalent now testing

**SPY SHOT**  
RENAULT SUV



RENAULT'S NEW D-segment crossover has been spotted testing for the first time ahead of its launch in Europe in 2017.

The as yet unnamed model is based on the Nissan X-Trail and will sit above the Kadjar in the French firm's line-up.

These spy pictures give little away about the SUV's styling, although it's expected to take inspiration from the Kadjar. A large Renault badge and grille can be seen at the front, while some plastic body cladding can also be seen around this test mule's lower edges.

As the X-Trail is available in both five and seven-seat forms, it's highly likely that at least one variant of Renault's large crossover will offer seating for seven.

Like the Kadjar, the car's cabin is expected to feature a digital instrument cluster and will come with the latest version of Renault's R-Link infotainment system.

Engines will be lifted from the X-Trail range and will include the same 1.6-litre diesel already offered in the Qashqai and Kadjar.

Like the X-Trail, the new crossover will be offered with a choice of front-wheel drive or four-wheel drive.

The new car was confirmed earlier this year by Renault design boss Laurens van den Acker, who said of the Kadjar: "[The Kadjar] needs to become the bridge to the D crossover, so this car has an important role to play."

## UK NEW CAR SALES INCREASE

The UK's new car market grew by 3.2% in July, compared with the same month in 2014. Figures from the Society of Motor Manufacturers and Traders show 180,000 vehicles were registered, while sales so far in 2015 have topped 1.5m cars.



## BTCC CHAMPS AT GOODWOOD

A total of 14 BTCC race winners will compete at the Goodwood Revival from 11-13 September. The drivers will take part in historic sports, GT and saloon car races. They include Jason Plato, Matt Neal and WTCC champion Andy Priaulx.



HERE allows cars to generate and share live traffic information



# German trio in £2bn map deal

Audi, BMW and Daimler have teamed up to buy and share Nokia's pre-eminent roads data service

**B**MW, Audi and Mercedes-Benz are to share user data to improve in-car navigation systems, after the three German manufacturers joined forces to buy Nokia's mapping division for almost £2 billion.

The manufacturers' consortium fought off reported interest from taxi giant Uber to buy Nokia subsidiary HERE for €2.8bn (£1.9bn). HERE has maps for almost 200 countries and provides live traffic

information for 33 of them. Nokia has claimed that its data is installed in around 80% of new-car multimedia systems.

The move is a bold one from BMW, Daimler and Audi. The last of those brands means, in effect, that the VW Group is committed to the deal.

It also means the three manufacturers remain wedded to their own navigation systems, despite the increasing influence of brands such as Apple and Google.

Ulrich Hackenberg, Audi's technical development chief, revealed the deal would allow HERE's systems to benefit from increasing amounts of user-supplied information, known as 'swarm intelligence'.

"HERE will be able to offer users a continuously improving product, bringing highly automated driving and location-based services a step closer," he said. "As the volume of anonymised data from the vehicles increases, services



## Technology race risks car security

**CAR MANUFACTURERS** need to reconsider the digital security of their products following the most recent case of vehicle hacking in the US, says Professor Kevin Curran, a senior member of the Institute of Electric and Electronics Engineers.

Hackers were able to control many of the functions of a Jeep Cherokee while it was being driven on a public road. They used what's been described as a "flaw" in the vehicle's infotainment system to

control the windscreen wipers, radio, climate control and accelerator. They also controlled the brakes and stopped the engine.

Professor Curran told Autocar that manufacturers appeared to be more concerned with beating the competition to market with new technology, rather than fully testing its security.

Fiat Chrysler Automobiles said no vehicles in the UK are affected by the flaw, and that it has since been corrected in the US via a software update.





JOHN MCILROY

## Greater good or great profits?

IT'S VERY NOBLE of Dieter Zetsche to suggest that Audi, BMW and Mercedes have sunk nearly £2 billion into HERE in a bid to secure independent mapping services for all, but the truth is that an investment like this will need to bring a better return than just the greater good.



Car manufacturers are increasingly concerned that they are little more than hardware suppliers in an era where software – the services provided on board vehicles and the interfaces that allow us to interact with them – is becoming increasingly significant. The more we interact with our cars' systems, the more manufacturers will know about us. Such user behaviour is precisely the sort of information the likes of Google and Apple are beginning to turn into profits.

Buying HERE from Nokia won't allow Audi, BMW and Mercedes to turn on that sort of revenue stream overnight, but it is a clear sign that they're not prepared simply to allow non-automotive companies to charge in and make cash out of the centre console.

will become more convenient, more connected and more tailored to users."

Mercedes' Dieter Zetsche added: "High-precision digital maps are a crucial component of the mobility of the future.

"With the joint acquisition of HERE, we want to secure the independence of this central service for all vehicle manufacturers, suppliers and customers in other industries."

It's thought that swarm intelligence will generate

information on poor conditions such as icy roads, and traffic flow, possibly extending to predicting traffic light changes to improve fuel efficiency.

Tailoring the information and services to each user's needs is likely to become increasingly important in the near future.

It's also highly likely that the three manufacturers will use HERE-sourced data to assist in the development of autonomous vehicles.

**JOHN MCILROY**

## SPY SHOT

BMW 5 SERIES  
TOURING



# New Touring for 2017

THE NEXT-GENERATION BMW 5 Series Touring has been spotted testing for the first time. The new estate will go on sale towards the middle of 2017, around three months after the seventh-generation saloon arrives in showrooms.

Engines are set to mirror those offered on the saloon and will include a family of common

2.0-litre and 3.0-litre petrol and diesel engines, as well as a plug-in hybrid.

A replacement for the current tri-turbo, 3.0-litre six-cylinder diesel is also planned. Sources close to BMW recently revealed plans for a new quad-turbo unit which is said to develop well over 400bhp and 590lb ft of torque.

## Tester's Notes

# Matt Prior



Drivers can tell good quality from bad without realising it

**W**arning: techy, slightly geeky column approaching, about the quality of manual gearshifts. Yes, 500 words on them – considerably more than most commentators would persevere with but, believe me, far less time and effort than transmission engineers, managers and marketers spend trying to make the way you pull from third to fourth gear feel 'premium' or 'sporty'.

Can a gearshift feel premium? It can, and it matters, because there are lots of car companies who'd like to move upmarket. It's the only way they can think of to make money.

Some realise they won't achieve it by simply throwing into a cabin a bit more leather here and a bit more real metal (instead of plastic metal) there. Some have tried that and then wondered why, despite using pretty much the same materials at the same cost as an established premium – read

## Thanks to some clever springing, the Mazda MX-5 sucks the gearstick home, willing you along

'big German' – rival, customers sit inside their cars and don't quite buy into it.

I think it's because people have an innate ability to detect quality, whether they realise it or not. They see that, yes, they're sitting in a cabin where the leather looks convincingly like dead cow, but they notice the clutch has a weird action and the steering column adjuster flops about. They recognise, too, that the gearshift feels the same as the one from that car they hired on Mykonos four years ago.



MX-5's 'helpful' gearshift gives the car a premium feel

A premium feel, then, is more than just about surfaces and equipment; it's about engineering and quality, too.

When it comes to gearshifts, Mazda gets this. A few months ago, when I first drove the new MX-5, the car's engineers showed me reams of graphs and diagrams concerning its gearshift. What makes it good is not just the length of the throw, or the length of the gearlever, or the overall weight of the shift, they said. It's the way that, once you've got most of the way into a gear slot, the gearlever overcomes an over-centre resistance and then pulls itself home. You do part of the work and, at a certain point, you could let go of the lever and it would do the rest itself.

That's how it feels premium, or maybe even sporty. It helps you to drive it. As a driver, you might not get the 'why'; you just feel like the car is helping you. You initiate the change, but thanks to some clever springing, it sucks the gearstick home, willing you along, on your side.

There are cars – sports cars, even – that don't do that. You have to pull the lever all the way home and, whether you realise it or not, the shift makes it feel like the car's working against you. That one little detail can make a car less rewarding.

Multiply that feature by about 100 other different driving characteristics and you can see that the road to quality is long.

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## PEUGEOT 308

MOTION & EMOTION



PEUGEOT

A Week In Cars



# Steve Cropley



Our FF alongside the original Blue Bird at Pendine Sands

## MONDAY

Should I buy a Land Rover Defender? I'd like a quid for the number of car-obsessed friends I've heard asking themselves this crucial question since (a) it was announced that Landie's legend would not be made beyond the end of this year and (b) Land Rover's inspired design chief, Gerry McGovern, was let loose to devise three 'Heritage' models that powerfully enhanced its already towering appeal.

A dozen people I know have put their name down, but I wouldn't expect more than a third to follow through. (Given the size of the demand, this will be plenty.) That's how it was with Morgan back in the day of the alleged seven-year waiting list. People just liked saying they were on it. They'd get to the front and go to the back again.

I suspect there will be Morgan/Defender parallels to be drawn on the depreciation front, too. I reckon the 90 Heritage in Grasmere Green, reposing in our car park right now, would be an unusually safe place to stick your shekels. I could have bought a similar heritage edition 17 years ago for £18k, and I'm sure it'd draw that money today.

## The Met let it be known that nearly all British bank robberies featured a Transit. Sales soared

### TUESDAY

We've put 6000 miles under the wheels of our Ferrari FF since it came our way about three months ago. That must make it one of the most-used Fandangos in the country. I haven't done all the miles myself, of course, but must be responsible for 4000ish. It may sound weird, but it

has taken me all this time to feel honestly at home with the car. It's not that the FF is hard to drive – the reverse, in fact. The driving position is spacious and luxurious. Visibility is fine. The monster power is tamed by a very capable gearbox, great grip and stability to burn. No, your ability to relax is impeded mostly by the fact that the arrival of this red Ferrari always seems to be an occasion for those seeing it for the first time. It's never ordinary.

Funnily enough, my recent trip to Pendine Sands to watch the Blue Bird commemorative run at last created the right conditions. On that trip, I was alone with the car for three hours each way and, although not swift, it was one of my most absorbing drives of the year.

### And another thing...

We raised a glass to our departed friend and former Autocar features editor Steady Barker at the VSCC's recent Prescott hillclimb meeting, always the favourite in his calendar. The picture shows why...



Heritage Defender is likely to hold its value brilliantly



### WEDNESDAY

Three days ago, if you're reading this on Autocar's official publication day, the Ford Transit had its 50th birthday. Eight million of them have been made over the half century, mostly white and mostly in the UK, and nowadays (because there are at least three different 'flavours' of Tranny) someone buys one every 180 seconds.

At times like these, people in the publicity engine room of Ford are inclined to produce '50 facts you never knew about the Transit' lists. To this, I would like to add another: during the 1970s, for reasons that are hard to grasp, the Met Police let it be known that nearly all British bank robberies featured a sliding-door Tranny. Sales soared.

### FRIDAY

More on the Defender, because I've been driving them all week. Truth is, I've never known a vehicle that so efficiently shows up the variability of my driving – which hitherto I've always thought was, if not good, then at least consistent. But I've discovered this week that when I'm concentrating, a Defender (which needs precise handling to proceed smoothly) feels exhilaratingly mechanical and in touch with the magic of forward motion, quite different from the rubberised contraptions we normally drive. But when I'm pre-occupied or tired, it seems as rough as a cement mixer. Those who drive them every day (of which there are many, even in London) will know what I'm talking about.

steve.cropley@autocar.co.uk

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# FIRST DRIVES

This week's new cars

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FIRST DRIVE

# Aston Martin Vantage GT12

**7.8.15, Warwickshire** Aston adds power to and removes weight from the V12 Vantage S to make a hardcore, track-focused special



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**A**growing frustration at seeing other brands' GT3 cars so well represented at track days" is how Marek Reichman, Aston Martin's design director, explains part of the thinking behind the Vantage GT12.

This, then, is the most hardcore, track-focused variant of the Aston Martin Vantage, which, in V12 S form, is already hardly a shabby track car in itself. It's so unshabby, in fact, that we placed it in the top three in our Britain's Best Driver's Car contest two years ago.

The GT12 – which was to be called GT3 until Porsche became unnecessarily uppity about the name – takes the V12 S as a base and makes it even more extreme. Think of it as

Aston Martin's answer to a Ferrari 458 Speciale, only it's yet more exclusive and yet more expensive. Aston will build 100 (all of which are already sold) at £250,000 apiece.

The changes run pretty deep to justify that cost, though, and they're inspired by Aston's own GT3 race cars. Hence the wings, the splitters and the (optional) paint finish. This is the lowest, widest Vantage ever, then, some 50mm wider than standard and fitted with lightweight carbonfibre bumpers, front wings, bonnet and, optionally, roof. Get really serious about saving weight and you can specify plastic rear and rear quarter windows, too.

Do so and you're looking at a car that is an impressive 100kg lighter

than standard, at 1565kg at the kerb. The body alone is 20kg lighter, which isn't bad going given that it now includes a wing the size of a picnic table on the bootlid. It, along with a new splitter and rear diffuser, makes sufficient downforce that the top speed drops from the 205mph of the V12 Vantage S to 185mph. No complaints from us; there's barely a circuit in the world where you'd hit more than that in a road car anyway.

Inside, the weight saving is, typically, even easier to find than it is on the outside. Substitute leather and foam, and whatever they cover, with a single layer of carbonfibre and you have the makings of a cabin that feels the part – especially when it's finished this impeccably. What

isn't carbonfibre is Alcantara, both of which I rather like, and even though it might seem a bit incongruous to retain the stereo and satellite navigation, we must remember that this is a track car, not a racing car.

To go with the weight decrease comes a significant power increase. The standard V12 Vantage S makes 565bhp, which is plenty for its chassis. The GT12's 5.9-litre V12 receives magnesium inlet manifolds with revised geometry and a titanium exhaust system (saving 19kg alone) and it now produces a whopping 592bhp.

The 0-60mph time falls by 0.2sec to 3.5sec, which may not sound like a great deal, but remember this is a front-engined, rear-wheel-drive car →



Internal modifications help to lift the 5.9-litre V12's output from 565bhp to 592bhp



The GT12's cabin is comfortable, given the car's focus, but there's a lot of road noise

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## The GT12 retains much of the charm that makes the V12 S so special

← and traction, whether you have 550bhp or 600bhp, is the limiting factor. So too, likely as not, is the single-clutch, seven-speed robotised manual gearbox, which, although having a new torque tube and being recalibrated for faster shifts, could prove to be less sophisticated than the best dual-clutch automatics.

There's certainly a lot of old-school charm about the way the GT12 fires up. It's the sort of car best started away from neighbouring bedrooms very early in the morning; the noise, unadulterated by turbochargers, is pure and aggressive.

But overall the GT12 is only

similarly aggressive should you want it to be. There are three-stage adjustable dampers, which go from Normal, through Sport and to Track. Separately, there's a Sport mode for the powertrain that sharpens the throttle and gearshifts and makes more noise, more often.

Leave both settings in their easy modes and the GT12 retains much of the charm that makes the V12 S so special. By no means is it a cossetting GT car like a DB9 – there's too much road noise for that – but the underlying firmness never degrades into discomfort, while the steering is smooth, positive and,

for the most part, uncorrupted by cambers or surface imperfections. Like a Porsche 911 GT3 or a McLaren 675LT, the GT12 would be agreeable company between a UK home and Spa Francorchamps.

What it's like when it gets to a blistering race track is a verdict that will have to wait for another day, but on good UK roads – by which I mean, generally, quite bad roads – it's an extremely well-sorted car.

The ride in Normal gives sufficient body control for sensible driving, but flicking through to Sport adds a spot of extra composure. Track is too firm for British roads, but the variations

between modes aren't miles apart, and that's exactly as it should be. These are settings that feel honed by drivers and engineers who haven't been told to make exaggerated differences between modes just so customers can feel them more easily.

The rest of the chassis builds on the strengths that were already there. Despite having a large-capacity V12 up front, the GT12 doesn't feel particularly nose-heavy. Yes, it feels less agile than, say, a 458 Speciale or a 911 GT3, but given where the engine is and the size of it, that's no surprise whatsoever. But it's definitely more sports car than GT. →



The GT12 badge was chosen after Porsche protested at the use of 'GT3' in the name



Broad but lightweight carbonfibre rear wing adds a significant amount of downforce

Trail the exceptional brakes into a corner and the nose stays firmly planted, and there's fine mid-corner balance. On the way out of a bend, it's the traction control, rather than the throttle, that dictates how quickly you'll enter the next straight. Disable the electronics and it feels like there's abundant opportunity

to light up the rear tyres (something we'll explore more on track later, rather than on the road in the middle of Warwickshire), but the throttle response and the noise, should you want, are truly spectacular.

So, too, is the steering. This is a high point of the V12 Vantage S – superior in weight, feel and speed

to, say, a Ferrari F12's rack – and it absolutely remains that way here. It gives the sort of feedback for which I'd rightly be laughed out of the office for calling something such as 'granular', but it is supremely informative and natural in feel. The short of it is that the steering tells you precisely what you want to know, and very little that you don't want to hear, about what's going on with the front wheels.

And the gearbox? Well, it changes gear when you ask it to, but beyond that, let's not dwell. It's unusual these days to find an automated gearbox that responds more smoothly if you lift the throttle mid-shift. It's better if you're flat out, which, on the road, you rarely will be.

Still, it genuinely doesn't seem to matter that much in a car such as this. The Vantage GT12 is a terrific driver's car. It's raucous and loud when you want it to be yet acceptable company when you don't, while at all times it's honest. This is a sports/GT car right out of the old school, and it's all the better for it.

**MATT PRIOR**



Orange paint in no way contributes to the front splitter's aerodynamic effectiveness



### ASTON MARTIN VANTAGE GT12

An old-school take on the track-focused theme: exclusive, expensive and addictive



Price	£250,000
Engine	V12, 5935cc, petrol
Power	592bhp at 7000rpm
Torque	461lb ft at 5500rpm
Gearbox	7-spd robotised manual
Kerb weight	1565kg
Top speed	185mph
0-60mph	3.5sec
Economy	19.8mpg (combined)
CO <sub>2</sub> /tax band	332g/km, 37%





Cabin's carbonfibre and Alcantara trim is exceptionally well finished; exhausts (right) make a racket if required



## QUICK FACTS

PRICE £98,000 (EST)  
ON SALE 2016



# Cadillac CTS-V

**4.8.15, Wisconsin, US** Mighty 200mph saloon takes the fight to Europe's top exec powerhouses

**N**ot that many years ago, the brand synonymous with American luxury cars broke with tradition to go head to head with Mercedes-AMG and BMW's M division. Today, virtually all premium brands offer powerful and stiffly suspended variants of their normally sedate saloons, but Cadillac is no longer the newcomer to this battle.

Following two previous generations of performance-minded models, Cadillac's latest CTS now gets the V treatment. This time around, coupé and estate variants are gone, along with the availability of a manual gearbox. So the new CTS-V is exclusively a rear-wheel-drive, automatic four-door saloon.

The CTS-V's supercharged 6.2-litre V8 is a derivative of the engine developed for the Chevrolet Corvette Z06 but is a wet-sump iteration that develops 640bhp and 630lb ft. Cadillac touts this engine as being more powerful than the Mercedes-AMG E63's and BMW M5's. Even so, those outputs are slightly down from the Z06's and, according to Cadillac,

are due entirely to exhaust manifold packaging constraints within the CTS platform.

Power is delivered to the rear wheels through a rapid eight-speed automatic transmission. The rear differential is the electronically controlled kind and driveshafts are asymmetric, developed specifically to avoid the dreaded axle hop under hard straight-line acceleration.

The full performance makeover includes General Motors' new Alpha platform, which will also underpin the upcoming Chevrolet Camaro. Chassis improvements make for a 25% stiffer bodysell than the regular saloon's and the CTS-V is suspended by GM's third-generation Magnetic Ride Control dampers.

Brakes are six-piston Brembos up front and four-piston at the rear. Although the rear brake discs are single-piece items, the fronts are two-piece, 390mm-diameter rotors. Michelin Pilot Super Sport tyres are fitted – 265mm wide at the front and 295mm at the rear.

The clean lines of the interior are

similar to those of all other Cadillacs, with delta shapes dominating your view. Available as an option are 16-way-adjustable Recaro front seats, but the large, high-backed buckets take their toll on rear leg room.

The CTS-V is differentiated externally from the standard car by its aerodynamic bodywork. A standard carbonfibre bonnet includes a central extractor for

**It beats an M5 and E63 in both power output and top speed and covers 0-62mph in less time**



**CTS-V is well balanced on both road and track, aided by the latest magnetic dampers**



CTS-V has unique instruments, but the dashboard is the same as the standard car's; eight-speed automatic is now the only transmission option



Optional Carbon Fibre Package further boosts CTS-V's high-speed stability; Recaro front seats (another option) provide plenty of support

both heat and lift-reducing airflow, and the wings have grown to accommodate the wider wheels.

The front has a deeper splitter and larger grille opening to support the increased cooling demands of the 640bhp powertrain. The bootlid is fitted with a lip spoiler for 200mph stability, but the optional Carbon Fibre Package increases the size of both the spoiler and the front splitter.

Harnessing all 640 horses is intoxicating, and running down the long front straight of the Road America circuit, the CTS-V continues to accelerate hard past 150mph before braking for the 70mph first turn. Achieving Cadillac's claimed top speed of 200mph seems to require only a few more seconds.

For better lap times, the transmission is best left to shift for itself using Sport or Track modes or any of their various sub-modes. Shifts are dual-clutch rapid and downshifts rev-matched. Enthusiastic road driving, on the other hand, demands use of the magnesium shift paddles.

The brakes live up to the promise

of their specification, performing the repeated high-speed decelerations that Road America demands.

Braking effectiveness was consistent over multiple flying laps and it's impossible to imagine any CTS-V owner over-taxing these brakes.

On track, the CTS-V doesn't display any bad habits, from transitions to steady-state, on-limit cornering, and it's remarkably well balanced. Much credit of the saloon's confident handling is due to the latest version of GM's Magnetic Ride Control dampers, which have well-defined modes. In the firmer modes, body and wheel motions are well controlled to keep the tyres in contact with the road surface, whereas a comfortable ride is the priority in Touring mode.

The cabin is finished with carbonfibre and microfibre trim. It can be optioned with even more suede-like material, including the headlining, as well as the steering wheel and shifter. The digital instrument panel is revised for the CTS-V, but the rest of the dashboard

is familiar Cadillac, including the infotainment unit. If you're the 'set and forget' type, the voice activation features work flawlessly and keep the driver's concentration on the road.

Front-seat occupants enjoy the comfort of the optional Recaro buckets, but the seats seem like they could benefit from another inch of travel lower to the floor. On track, support is remarkably good, too, not least because of the aggressive bolstering and generous amounts of grippy microfibre upholstery.

If numbers are your thing, the CTS-V beats an M5 and E63 in both power output and top speed. It'll accelerate from a standstill to 62mph in less time, too. That said, while being bigger and brasher is fine, the CTS-V can't match the handling precision of its German competition.

To many, though, it'll be that unmistakable American style that makes the CTS-V appealing. It has the presence of a body builder in a tailored suit and the performance to match its looks.

**BRIAN MAKSE**



#### CADILLAC CTS-V

**Big on American style, muscle and braking ability, but an M5 or E63 has more handling finesse**



Price	£98,000 (est)
Engine	V8, 6162cc, supercharged, petrol
Power	640bhp at 6400rpm
Torque	630lb ft at 6300rpm
Gearbox	8-spd automatic
Kerb weight	1880kg
0-62mph	3.8sec
Top speed	200mph
Economy	20.0mpg (combined)
CO <sub>2</sub> /tax band	na



# Land Rover Discovery Sport

**5.8.15, Herefordshire** All-new Ingenium diesel engine is just what the Sport has been waiting for

**U**p to this point, our enjoyment of the otherwise impressive Land Rover Discovery Sport has been hindered by the sole occupant of its engine bay. With sister marque Jaguar calling dibs on the first Ingenium motors off the production line, Land Rover's compact seven-seater was stuck with the venerable 2.2-litre Ford-sourced oil-burner.

For as long as that motor remained, we urged caution and suggested patience would be rewarded by the all-new incoming 2.0-litre unit. Well, the time has come. The Sport is the first Land Rover to receive the Ingenium (the Range Rover Evoque is next) and almost all the important figures shrink or swell accordingly.

There are two versions: a 148bhp example, dubbed E-capability, with low 129g/km CO<sub>2</sub> emissions and most likely a very small customer base, because it can't be had with seven seats or the nine-speed automatic 'box, and a 178bhp variant, which will have both of these things and be bought by almost everyone, despite its higher 139g/km.

For the record, that's 27g/km less than the outgoing motor emits and less than Audi or BMW quotes for either a Q5 or X3. It's a similar story with fuel economy, where the Sport's wishful claimed combined figure of 53.3mpg marginally outstrips the wishful claimed figure of either rival.

In the real world, favourable first impressions of the Ingenium are well lubricated by instant recall of the particulate waft and gnawing vibrations that emanated from its predecessor at ignition. The replacement isn't whisper-quiet, but the fact that you can't feel it through the control surfaces or, indeed, smell it are pleasantly sizeable advances.

With the start-up shudder gone, the aluminium unit spends all its time convincing you of its better manners at low speeds. This is instantaneous, too, given that one of the old engine's worst vices was an inability to get under way without chronic hesitation. Despite still defaulting into second gear (first being saved for the muddy stuff or towing), step-off is now seamless.

Interaction with the nine-speed transmission in general far exceeds its previously cantankerous relationship. Inevitably, the 'box favours a prompt downshift or two, but now the foraging for the torque band seems cleverly pre-arranged rather than irritatingly ad hoc.

This is important because, knowing that many buyers would never dream of troubling the rev

**It feels urgent even on a light throttle, with an immediate, crest-of-a-wave kind of momentum**



Pleasant progress can be achieved calmly at low engine revs with little driver effort

## QUICK FACTS

PRICE £43,000  
ON SALE NOW

Space, comfort, an easily workable layout and a superior-feeling driving position help to outweigh any disappointment at the lack of design flair

TD4



Engaging steering and quickly settled suspension make it an enjoyable steer; the new four-pot brings welcome gains in refinement and efficiency

limiter, Land Rover has extracted as much low-end amenability as possible. Consequently, the Sport feels urgent even on a light throttle at medium to high speeds, with an immediate, crest-of-a-wave kind of momentum.

True, the 2.2-litre motor was not short on torque, either, but this is a much sleeker brand of impetus, one delivered without any nasty swell

or surge or splutter. And it's crucial that this progressiveness feels well connected to your right foot, because the rest of the Sport continues to do such a sterling job, in turn, of making you feel well connected to the road.

The Ingenium's biddable urgency is custom made for the car's fabulous primary ride, effortlessly extending its handling advantage over the opposition despite the continued

bittiness of the secondary control.

If that's the chassis's deficiency, the engine's is its irrepressible volume. The toneless, bustling churn experienced with the old four-pot hasn't been eradicated in the switch to the new one, and although you're not going to notice at the kind of low revs that the nine-speed 'box quickly tides you into, you will when you're accelerating – and being noisier in this phase than, say, a modest, much older 1.6 TDI Volkswagen Golf probably isn't where a £40k SUV of the Sport's calibre ought to be.

Don't expect the aural quality to dampen anyone's enthusiasm for the Ingenium, though. Truth be told, so convincing are the Discovery Sport's merits elsewhere – practically, dynamically, aesthetically – that we'd have settled for less (not unlike the early adopters of the first examples). As it is, the car's new-found efficiency, refinement and responsiveness allow it easily to eclipse its older sibling – and just about everything else, for that matter.

NIC CACKETT



Third row is available with the 178bhp diesel but not the eco-minded 148bhp variant

LAND ROVER DISCOVERY SPORT  
TD4 180 HSE LUXURY AUTO

The arrival of this engine reduces the gaps in the Discovery Sport's desirability to mere chinks



Price	£43,000
Engine	4 cyls, 1999cc, turbodiesel
Power	178bhp at 4000rpm
Torque	317lb ft at 1750-2500rpm
Kerb weight	1884kg
Gearbox	9-spd automatic
0-60mph	8.4sec
Top speed	117mph
Economy	53.3mpg (combined)
CO <sub>2</sub> /tax band	139g/km, 25%



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## QUICK FACTS

PRICE £22,445  
ON SALE NOW

# Mazda MX-5 1.5

**7.8.15, Scotland** Entry-level roadster shows how much fun is possible with a scant 129bhp

**T**he UK launch of the new Mazda MX-5 started with a warning: welcome to Scotland, where the roads are long and winding and they'll ticket you if you're doing 61mph in a 60mph zone.

So with that firmly in mind, I looked towards a car that could, in theory, be one of the best in the world for providing fun within the legal limits: the 1.5-litre MX-5.

This 129bhp entry-level MX-5 starts at £18,495 (or around £230 per month on finance), undercutting the 158bhp 2.0-litre model by £600 to £800, depending on trim. However, the 1.5 does without the 2.0's strut brace, limited-slip differential and – in 2.0 Sport trim only – Bilstein dampers and sports suspension.

In essence, we already know how good the MX-5 is. What we want to find out here is whether the 1.5 can really cut it for thrills on British roads.

Our test route in the 1.5 started in miserable traffic, but even in stop-start stuff the car impressed. A light clutch, rorty engine note, predictable throttle response and a short, tight

gearshift make it feel at ease even in such mundane, frustrating motoring.

Get it out on a decent rural road and it absolutely sings. Its naturally aspirated engine makes for a supremely linear, long-revving power delivery that welcomes being wrung out to the 7000rpm redline. Low-powered or not, this car needs only one corner and one sprint through second gear to tell you that it is a proper sports car, by any definition.

However, the 1.5 is at its happiest when you keep it on the boil through the upper mid-range, where it feels fast enough yet unthreatening. Sure, it doesn't serve up scorching pace, but because you can enjoy using all of the performance in all sorts of situations, it brings zeal to a road that would most likely feel ordinary in plenty of other sporting models.

A fizzy engine is nothing without the handling to go with it, though, and here the 1.5 MX-5 is a gem. The steering offers a sense of connection that gives you complete confidence in what's happening where rubber meets road, and there's loads of

grip, which means you can really lean on it through corners, even on damp, uneven roads. If it does start to lose traction, you get plenty of warning, and if you're looking for oversteer moments, then it'll do that progressively, albeit only after a fair amount of provocation.

Ultimately, the 1.5 is a fluid-feeling thing and an absolute joy to drive, including at licence-friendly speeds. Even the ride quality is well sorted. You get a bit of a shiver and thump over coarse intrusions, but the 1.5 is mostly composed and quite refined for a lightweight soft-top. We even saw an indicated 40mpg, which is no mean feat, given the heavy use our car received over a long test route.

Our only real criticism is that the body movement on this model is quite pronounced, with noticeable float over fast undulations, and you're aware of the car's weight moving about even in moderately fast switchbacks. Maybe we'd like a touch more conviction to the steering around the straight-ahead at motorway speeds, too.

Other niggles? The pedals are slightly offset to the right, which might irritate longer-legged drivers, given the small footwell, but with the tilt-adjustable seat base to help, the vast majority of people will find the snug cabin and well-shaped seat a real joy. Go for SE-L or up to get the 7.0in colour multimedia screen and it's a really smart-looking, well-equipped interior.

The 1.5 may be a notch or two short of the 2.0 models on outright dynamism, but I couldn't help but think back to colleague Matt Prior's initial drive of the MX-5, when he reckoned the word 'sweet' summed up this car. I think he's right. On UK roads, the 1.5-litre MX-5 is about as sweet as it gets. Fast it isn't, but it's a hell of a lot of fun, and – refreshingly – not just on the right road.

**VICKY PARROTT**

## MAZDA MX-5 1.5 SPORT NAV

**A true sports car; driver rewards are available seemingly on any UK road at any time you want them**



Price	£22,445
Engine	4 cyls, 1496cc, petrol
Power	129bhp at 7000rpm
Torque	111lb ft at 4800rpm
Gearbox	6-spd manual
Kerb weight	1050kg
0-62mph	8.3sec
Top speed	127mph
Economy	47.1mpg (combined)
CO <sub>2</sub> /tax band	139g/km, 22%



Snug cabin is best in SE-L trim and up, as it includes a 7.0in screen; the 1.5 isn't fast, but it delivers its performance with real verve

# FAREWELL TO AN ICON

Production of the original Land Rover, the vehicle now known as the Defender, will soon end. The name will live on, but while we wait expectantly to see how Land Rover can follow this difficult act, we pay tribute to the no-nonsense, go-anywhere trailblazer





## Ashore thing

Intrepid Richard Webber drives a Defender off the edge of Britain p38



## Meet Mr Defender

Former chief engineer explains how the Defender came into being p46



## In safe hands

Steve Cropley joins Land Rover's Defender production line p52

## Plus

How we demolished a house with this Land Rover Defender p53





# ROVER LAND

We know they're virtually unstoppable on land, but can a Land Rover Defender possibly

DEFENDER  
SPECIAL



# D AND SEA

conquer the sea as well? **Richard Webber** takes one to the edge of Britain to find out

## Our journey to the edge of Britain



**O**ur Land Rover Defender is skipping along a single-track A-road at 30mph. I flick the left-hand indicator and turn 90deg onto a rough track that leads down a shallow slope. Within moments, the engine's persistent chuntering no longer dominates the cabin. It has been joined by the sound of splashing. The road dissolves into saltwater and, in a heartbeat, we've reached the car's stated wading limit of 500mm. But this Landie's not for turning. There are two miles of North Atlantic ahead, and it's about to get much, much deeper...

Last of the direct descendants of the original Land Rover, the Defender could never go gentle into that good night. It needed one last hurrah – a final test of the storied go-anywhere grit that has cast lifelines into the darkest reaches of the planet over the past 67 years. But we wanted to say a fond farewell on

home soil. Land Rovers have driven as far above sea level as you can go in the UK, scaling the 1344 metres of Ben Nevis more than once. But our target was on the contrary: to go more than a metre below sea level.

And not in a factory-fresh car, either. Sure, your modern-day niceties of contrast-stitched leather upholstery, air-con and a fancy stereo make daily Defender driving more comfortable, but when it comes to the rough stuff, they're an irrelevance. All we needed from our car was the toughness that has been supplied as standard since 1948, so we chose a 20-year-old, 216,000-mile Defender 90 Station Wagon for the task.

We first get acquainted at Edinburgh Airport. The car's blue paint – which has softened from gloss to matt over the years – is slowly fraying into rust at the margins, and there are daft spotlights up top, but the ABCs of Defender are there:

square-set, upright and effortlessly rugged-looking. Land Rover shies away from the amphibious implications of the word 'snorkel', because the exposed plastic pipe is only really intended to keep dust out of the engine, but the 'raised air intake' – as it's properly known – is sure to prove useful.

And probably not for the first time. Club stickers plastered around the Defender tell us that previous owners were enthusiasts, and that the car has spent at least some of its life clambering around the Isle of Skye. Which, with photographer Stan Papior's kit piled in the back, is exactly where we head first. It's a long, long drive; 250 miles pass slowly when you're limited to five forward gears and 60mph (a cruising speed at which the booming engine drowns out even road and wind noise). But the Defender doesn't wander about as much as I'd expected, the ride is tenable and



Weather-worn paint on aluminium can be a Defender thing, too



There are two miles of North Atlantic ahead and it's about to get much, much deeper...



the brilliant Scottish summer sun illuminates the verdant, craggy and just plain massive landscapes we pass through en route to the northernmost tip of Skye. It's after 10pm when we weave through the Quiraing – eerie, ragged rock formations where locals used to hide their cattle from Vikings – and the sun sets a fluorescent pink as we reach our overnight stop.

Day two begins with a ferry crossing to the Outer Hebrides – the fragmented arc of wild islands that shield Scotland's west coast from the North Atlantic tumult. Where the Defender's modest pace and tottering handling glared on the mainland's trunk roads, it nestles into the more laid-back confines of island roads with ease. In fact, other drivers peel out of our way, probably mistaking us for busy farmers. We explore the Isle of Harris, with its cyan sea over butter-coloured sand, eat a lunch of fresh lobster from an honesty shack and visit Donald John Mackay MBE,

the most famous of Harris Tweed weavers, busy in his seaside shed weaving cloth for none other than Chanel, he tells us in that cheery, sing-song brogue that marks native Gaelic speakers apart.

Another, shorter ferry ride across the Sound of Harris treats us to the sight of a huge basking shark, which the Caledonian MacBrayne skipper kindly slows down to show us. It may not have a taste for meat, but being within splashing distance of an animal that's around seven metres in length still chills the blood.

On North Uist, a single-track coastal drive through the village of Sollas leads us to Botarua, where we meet our local contact, Angus MacDonald. He greets us with a firm handshake and a grinning beard that almost blends into his chunky sweater. MacDonald farms this land, which is as beautiful as it is harsh. WW2 airmen were tempted to nearby RAF Benbecula with the promise →



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Donald John Mackay weaves Harris Tweed in his coastal shed



← of a woman behind every tree. The punchline: no trees.

We've literally reached the end of the road, but our challenge is only just beginning. If we're to reach the edge of Britain (and the edge of Europe), we need to reach the 650-acre island of Vallay (intriguingly spelled 'Bhàlaigh' in Gaelic, pronounced vaa-lay). Part of MacDonald's land and home to nothing but highland cattle, the island is separated from our vantage point by two miles of exposed sand – a crossing that's fun, but far from challenging in a Defender. So we wait...

The next morning, high tide has replaced the inviting expanse of white sand with a restless, swilling tranche of North Atlantic. Depth markers hammered into the sand the previous day tell us the water's around 1.2m deep – more than twice the Defender's wading limit. But several Camel Trophies and the pioneering London to Singapore expedition of 1956 – both of which included deep-river wading – must mean Land Rover has engineered in a healthy tolerance. Surely. Surely?

Save for the common-or-garden

raised air intake, our car's set-up is totally standard. A 2.5-litre four-pot Tdi300 engine generates just 111bhp and 195lb ft, but low range and a differential lock will help us make best use of it, while breather pipes will let air out of the gearbox, transfer box and both differentials without letting water in. And that's all she wrote.

As its driver, I'm equipped with an afternoon's wading training in the hillside troughs at Land Rover's Eastnor Castle customer experience centre – a huge Herefordshire estate where the company also develops its cars – and a pair of wellies.

A cursory risk assessment highlights two main threats to reaching Vallay. Should the raised air intake leak, it would allow water to be ingested into the cylinders, and avoiding engine carnage would require immediate powering down and waiting for the tide to go out before being ingloriously towed to safety. And although the sand is generally firm – "you could drive an arctic across it," says MacDonald – there are patches of gloopy quicksand that could easily swallow our wheels. But with MacDonald navigating, →

## Avoiding engine carnage would require powering down and waiting for the tide to go out



Our guide Angus MacDonald (on left) farms on North Uist



Maintaining a bow wave is vital on this two-mile 'paddle'



## As seawater flows over the bonnet, the engine note drops. I think we've pushed it too far

← we set off. Up to and over that 500mm mark, it's easy going. We chat away as the Defender ploughs on indifferently. The steering weights up a little as we trace some gentle arcs to test manoeuvrability, but so far, so good. The surface is fairly smooth and holding firm. It's actually more disconcerting that we're able to roam freely around this vast mass of water, in stark contrast to the narrow, funnelling channels at Eastnor.

As depth increases, I slow a little to keep the all-important bow wave just ahead of the Defender's grille. This carves out pockets of air down the flanks to keep water out of the cabin. Lose momentum or turn too sharply and the water level will equalise, turning the footwells into bathtubs and endangering the under-seat

battery. But if we start to float, we'll need to let the water in on purpose to weigh us down and regain traction. We're hoping it won't come to that.

Papior, used to pointing his camera at one car from another, is phutting alongside in a tiny dinghy skippered by yet another Angus. Traffic is not a concern today, but the bobbing of the tiny boat is making our man's life difficult. I ask over the radio what other vehicle we could have used for these 'tracking' shots. "Another Defender," he says, deadpan.

Meanwhile, increased depth means the bow wave has become a bona fide roller, rising above bonnet level and spreading about 15m either side of us. The gusting wind atomises the wave crest into a wall of water that smashes into the windscreen.



Honesty is the best policy – and the only policy at this shop



Our wipers can't quite keep up, and a passing squall brings a faceful of spray when we open the windows to relieve fogging.

Crossing a stream at Eastnor had taught me about ferry angle – the angle at which you encounter the flow of water. You must drive with the current, but not so much that you point downstream and miss your exit point (or worse, get swept away). Out here, we have the tide to contend with. It largely works in our favour, but threading through some islets near the halfway point, we have to face it almost head on.

Given that a stationary cubic metre of water weighs one tonne, the forces our Defender has to push against at this point quickly ramp up and the bow wave compresses against the grille. Despite using low range, the engine starts to strain, as if dragging an Airstream up a mountain. Swiftly down to second we go, but a rapid increase in depth means we have to turn sharply, surrendering both momentum and our protective bow wave. As seawater flows over the bonnet, the engine note drops once

more and I think we've pushed it too far. My heart plummets. MacDonald quietly curses. 'Land Rover sinks in sea' was not the headline we were after. But, to our huge relief, the ancient lump digs in – with not a horsepower spared – and a few seconds later, with the tide aiding us again, the sweet sound of confident combustion returns.

Soon after, we're kicking up spray for fun as we leave the water and climb onto Vallay's blessed terra firma, the headlights half-filled with water but our feet, incredibly, completely dry. Our Defender has just spanned the most challenging pair of its 216,000 miles and faced them with the same characteristic relentlessness that defines its breed.

We push on across the island's flowering 'machair' (meadowland), over a fluid, pebbly rock-crawl and down onto a stunning, deserted beach. With nothing but Atlantic ocean between us and Nova Scotia, 2500 miles away, we'd reached journey's end. What a place to say goodbye. And what a car to have taken us there. **A**

## Great Scott: handy with Landies



OUR DEFENDER WAS was lent to us by Scott Taylor, master technician at Pentland Land Rover in Edinburgh, who buys, sells and customises older Defenders in his spare time. For Taylor, like many, these cars are an obsession as much as a profession. Pictured above is a Defender 90 Pick Up Tdi300 that Taylor put through a nut-and-bolt restoration, including powder-coating the axles and support beams, new brakes with braided flexes, heavy-duty springs and shock absorbers and polyurethane bushes. Orkney Grey paintwork with a gloss black roof, custom black and grey leather upholstery and 20in Range Rover wheels complete this one-off special.

# MR DEFENDER

How did the Defender get its name – and why? Bill Morris, Land Rover's chief engineer at the time, tells **Steve Cropley** the story behind the Defender's arrival

PHOTOGRAPHY LUC LACEY



**DEFENDER**  
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# 'The only viable big engine we had at the time was the 3.5-litre V8'

**B**ill Morris looks like a man born behind the wheel a Land Rover Defender. He sits comfortably in the driving seat of a One Ten at the top of The Staircase, one of the tougher obstacles for 4x4s on Solihull's famous Land Track, and smiles at the memory of tackling it a minute earlier, resting his arm on the window sill the way Defender people do when in all but the dead of winter.

The 3.5-litre petrol V8 woofles quietly at idle. Then comes the characteristic deep clunk as Morris selects first gear with the long lever. The engine note rises just a little and he's off to tackle it again, smiling still. It's a few years since he's driven one of these, but the pleasure never fades.

Morris was Land Rover's chief engineer when this car was new. We've enlisted his aid, and come to this iconic spot just yards from the production line where every UK Defender started life, to clear up a mystery that surrounds Land Rovers of the 1980s and early 1990s model: when and how they first came to wear the name.

For many, every Land Rover with the outline and layout of the Wilks brothers' 1948 original is a Defender, an easy assumption as the 67-year-old original prepares to 'retire' from today's Land Rover line-up. But it isn't true. The Defender name didn't



Morris was chief engineer when this vehicle was new



One Ten resulted from stage one of a serious rethink

become official until Britain's 4x4 was nearly 40 years old. It wasn't actually written on a Land Rover until 1990. However, to confuse matters, many believe 'Defender' can be applied to vehicles made earlier, once they had adopted a new coil-sprung suspension largely donated by the Range Rover – along with the Ninety and One Ten model names.

"The story started in the 1970s," says Morris. "I'd been the engineer responsible for the Land Rover Series III, so I was in the right place to experience the growing pressure from the BL board to improve the Land Rover, which had been in production for nearly 30 years and needed a rethink."

Land Rover had already sent several deputations of engineers – including Morris – around the world to meet customers and discover how they thought the vehicle should progress. It was soon clear, says Morris, that the major demand was for the Landie to have a bigger, better engine. Well-organised Japanese opposition – principally from Toyota and Nissan, whose products had much more powerful engines – was starting to hurt Land Rover in its all-important export markets.

"The only viable big engine we had at the time was the 3.5-litre V8 from the Rover saloons and Range Rover," says Morris, "so we dreamed up a couple of improvement steps for the Land Rover. In stage one, we'd fit the V8 to the long-wheelbase model and convert it to permanent four-wheel drive. That became the One Ten. For stage two, we'd improve the suspension by fitting the coil spring system from the Range Rover. For stage three, we planned to come up with a new body design, but it never happened. People who still →





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997 CARRERA S PDK » 400+ BHP  
997 CARRERA S » 376+ BHP  
997 CARRERA PDK » 368 BHP  
997 CARRERA GTS » 435 BHP  
997 GT3 UP » 436 BHP  
BOXSTER 3.4S » 336+ BHP  
CAYMAN S » 342 BHP  
MACAN 3.0D » 315 BHP  
CAYENNE GTS » 440 BHP

CAYENNE TURBO 4.8 » 578+ BHP  
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MASERATI GIBLI 3.0S PETROL » 470 BHP  
MASERATI GIBLI 3.0 PETROL » 400 BHP  
MASERATI GIBLI 3.0 DIESEL » 312 BHP  
MASERATI GT/QPORT » 438 BHP  
MASERATI GT S / MC » 479+ BHP  
BENTLEY 4.0 T V8 » 690 BHP  
BENTLEY CGT / F-SPUR (INC 2013) » 680+ BHP  
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← love the way the Defender looks now will probably think that was just as well.”

Morris confesses that at first he wasn't keen on the idea of converting the Landie suspension from leaf springs to coils. “I thought we'd run into damper trouble, because leaf springs have their own damper effect,” he says. “With coils, the wheels would move further and more often so we'd need better, longer-travel dampers.”

“I also thought the leaf suspension placed its own limits on performance, which in turn helped our overall durability. I was right on both counts, but we managed to overcome the problems. And it became obvious very quickly that coil springs delivered better comfort.”

By 1983, Land Rover was making coil-sprung, permanent 4x4 One Tens (launched at home in Solihull) and a year later unveiled the shorter 90 model (whose wheelbase is actually 92.9in) at the Eastnor Castle estate near Ledbury, where it was developing all its vehicles. With those changes, accompanied by modernising but gentle styling tweaks, the staple Land Rover moved into the modern era, not so different (apart from a string of later engine changes) from the models made today.

The Defender name has served the company well, but it came about for predictable reasons. “It was driven by the confusion that ensued when Land Rover and Range Rover products were sold together,” Morris explains. “Land Rover Ltd was hived off from the main Rover concern in 1978, and it caused immediate uncertainty among customers. Was a Range Rover a Land Rover? And if it was, what was the Land Rover brand for?”

The matter came to a head after Land Rover launched the Range Rover across the Atlantic, using a company called Range Rover of North America. Three years later, as they shaped up to launch the Discovery there, even more confusion

## Years ahead of the game

**COIL-SPRUNG LAND ROVERS** might have come to market years earlier if an early proposal by veteran Land Rover development engineer Roger Crathorne had reached fruition. “The idea for coils emerged during visits to export markets we made in the early 1970s to discover our customers' priorities,” he says. “People could see how well the Range Rover chassis worked, but a proposal I made at the time was kyboshed.”

Within a couple of years, Crathorne was given the task of building four coil-sprung Land Rover prototypes that led eventually to today's Defender. Did he see the irony of retracing his steps? “Not really,” he says philosophically. “I was just pleased we were getting on with it.”



Crathorne: “A proposal I made for coils was kyboshed”

ensued. Why were the Range Rover and this new-fangled Land Rover Discovery differently named? The question was especially important to those who knew how closely the two models were related under the skin. The issue of nomenclature was described by one company high-up as “an unholy mess” and something had to be done.

The plan to adopt the Defender name for the staple Land Rover is attributed to the product planning director of the time, Alan Edis, who arrived at it after a thorough word association process. The rationale for the name was simple: Land Rover was big in the defence business, so in that environment the name worked fine. What's more, its role as Land Rover's icon (at a time when the Range Rover was still a low-volume offering and the new Discovery had yet to make a big impact on buyers) was to defend the Solihull company's hard-won place in the 4x4 world. The name ‘Defender’ was deemed ideal and adopted from 1990.

Arguably, it has even more market appeal today. Looking ahead, Land Rover models will be organised into three families: Range Rover, Defender and Discovery. A model's family will be picked out in easily read, three-dimensional letters across the leading edge of the bonnet. The logical system that has been needed since the Range Rover appeared in 1970, and began with the adoption of ‘Defender’ 20 years later, has at last reached maturity a further quarter of a century on. **A**

# ‘It became obvious very quickly that coil springs delivered better comfort’



# HERE'S ONE WE MADE EARLIER

The two millionth Defender is a bit special – and not just because **Steve Cropley** made its bonnet

PHOTOGRAPHY LUC LACEY

**A**fter 67 years, it hardly seems possible that the original Land Rover, nowadays badged Defender, will cease production at the end of the year, killed by a mix of outmoded production methods and new-fangled regulations. To mark this 'retirement', Land Rover is sending its icon out on a high, staging a series of commemorative events, launching three limited-production heritage models and auctioning the two millionth Defender, built a couple of months ago, in an auction to be conducted by adventurer Bear Grylls this December.

Building the two millionth Defender was a more strung-out affair than usual, because the company invited several dozen Landie-driving luminaries to participate, everyone from company chief Ralf Speth and veteran Land Rover engineer Roger Crathorne to actress Virginia McKenna, who, after portraying animal conservationist Joy Adamson in the film *Born Free*, set up an Africa-based wild animal charity. Others less prominent but equally keen were also invited, and one of them was your humble servant, given the job of helping to make and fit the two millionth bonnet.

Production line work is no picnic, especially when you must perform an operation 106 times a



Cropley finds there's a knack to doing this while wearing gloves



## DEFENDER SPECIAL

Bonnet hinges are secured first by hand, then with a wrench

### It could only have been a Land Rover: our memories

IN THE 1980s, there was a house to be demolished. Quotes for the work were outrageous, so we went there in the family Series III. It didn't have a winch or even a towbar, but it had a chassis and we'd packed chains.

We got on with the business of felling a small house in about an hour or so without the bother of hard hats or much in the way of health and safety.

Attach chain to RSJ. Accelerate. Job done.  
**James Rupert**

HIS THINKING WAS simple if flawed. He had three car-crazed teenage sons who were learning to drive and going to have crashes. What was the slowest, strongest car on the market? That's how my father's Series III Land Rover came into my life.

He made me take my test

in it, too, reminding me that no Frankel had ever failed and, as an added incentive, leaving me at the test centre. If I failed, it was seven miles home on foot. The look on the examiner's face was priceless, and I expect pity played a large part in maintaining the family's unbeaten run.

I still drive it regularly, and 33 years later it has never, and I do mean never, broken down.  
**Andrew Frankel**

IT'S 2007 and the launch of the 2.2-litre Puma-engined Land Rover, with the biggest raft of changes in years. We're putting it through an Autocar road test.

It's not doing well. I like Defenders, but under hard emergency braking the 90's stability is concerning.

Then our photographer



arrives and makes increasingly extreme demands to put the car into increasingly dramatic poses. Except that whatever we do doesn't look dramatic at all.

"Can you wade that pond?" Sure. "Can you make the tyres scabble up that hill with a wheel off the ground?" No, but I can just drive up it.

Another gentle reminder that, whatever the compromises, in its right habitat the Defender is unbeatable.

**Matt Prior**



Two-millionth Land Rover will be auctioned in December



Production of the Defender will finish in the UK this year

day with perfect attention to detail. Putting cars together takes strength, concentration, dexterity and brain strain, and there's never any time to spare. My job was to assist two operators, Jake Ainsworth and Adrian Lowe, to load a bonnet inner and outer into a welding rig, where they would be combined for ever by a series of blue flashes, then to fit the united structure with its distinctive hinges. After that, we'd unite the finished assembly with its correct Defender body, which just happened to be crawling past on a moving base called a skid.

The Defender production line isn't Jaguar Land Rover's most modern – in fact, the whole place is earmarked for modernisation after December – but it's still an impressive process. No dirt floor here. There are several robotised operations (constructing the complex scuttle panel is one), and everyone who lays hands on a customer car gets thoroughly assessed for aptitude and dexterity before being accepted for training. Every assembly operation is laid out in detail. There are even diagrams, a bit like dancing instructions, that show exactly where and when you move.

Because I was to be protected by the experience of Jake and Adrian, I was able to circumvent all

that, but there was no avoiding the wearing of steel-capped boots and a high-vis vest. My heart was beating hard when the time came to lift a bonnet inner from a rack of pressings and place it in the welding jig. There's a knack to picking up big pieces of steel (you need thick gloves to prevent cuts, but they dull your touch), and I didn't have it. It was also instructive to see the speed at which you have to work and how little time you get to settle the parts into place and start the welding process.

Still, with coaching, not least from plant boss Phil Cox, I managed to bed the parts in place, press a button to lower the spark-protective door and begin the welding process. That was quick. Within a minute, it was time to lift the new assembly onto a bench and fumble the two hinges into position (starting the threads by hand and then tightening them with a torque-limited power wrench). Then it was done. Three minutes' hard work.

My impression? That process work is tough and there's no time to spare; there was certainly none allocated to standing and admiring my handiwork. Jake and Adrian were already halfway through building bonnet number two million and one, I noticed, attacking it with exactly the same speed and skill as the one that created all the fuss. **A**



# NICOLE'S OPPORTUNITY OF A LIFETIME

Nicole Agba, winner of the 2014 Autocar-Courland Next Generation Award, has been in her element while working in McLaren's design studio. **Doug Revolta** finds out more

PHOTOGRAPHY LUC LACEY



**N**icole Agba has been with McLaren for only a month, but she felt settled at the manufacturer the moment she arrived. The Autocar-Courland Next Generation Award winner describes her induction as like being “ushered into the McLaren family”, and she was put to work immediately on important projects in the design studio.

“Straight away I was given really responsible tasks that will have a genuine impact on McLaren products,” she says. “It’s a real privilege to be entrusted with that.”

Those projects have been in McLaren’s colour and materials department, working on current production programmes, as well as advanced materials research.

“The production side of things has seen me looking at thread development,” she says. “I’ve been doing colour assessment on threads, leathers and exterior paint colours, while advanced future projects have involved creating concept boards.”

There’s only so much Nicole can reveal, though, such is the importance of the projects she’s been working on.

“It’s a really fast-paced and high-energy environment, but there’s an air of relaxation among everyone at the same time,” Nicole says.

“Everyone at McLaren strives for perfection; they’re all very goal-oriented and it’s a great atmosphere.”

Her time has been split between future and present projects, but it’s her research into advanced materials she’s most enjoyed.

“I’ve been looking at advanced textiles, seeing what the future of materials and technology holds,” she says. “It plays to my strengths.”

“The area of design I’m interested in is material development and manipulation and how you can incorporate technology into that. Colour is the fun bit.”

This is the first time Nicole has worked in the high-performance car sector. The experience has completely changed her view of it.

**‘STRAIGHT AWAY I WAS GIVEN TASKS THAT WILL HAVE A GENUINE IMPACT ON McLAREN PRODUCTS’**



## McLAREN'S VIEW

'We linked Nicole with our experts and set her interesting projects'

**GEOFF GROSE**, chief engineer at McLaren, believes the manufacturer has taken as much out of this placement as Nicole has and, as a judge for this year's competition, has some advice for those thinking of entering.

"We view the work placement as a two-way thing," he says. "We always make sure we find some meaningful work for them to do, but it's important to include some fun stuff."

"With Nicole, we recognised she was really interested in colour and trim. We have everything on one site here, including our own design studio, so we were able to link Nicole up with our colour and trim

experts and set her off on some interesting projects.

"We've got a close relationship with the competition and Roberto Pace, the winner in 2012, works with us now."

"As a judge on the panel for this year, I'm looking for innovative ideas. One thing people can come up with, even if they don't have much experience, is great ideas. They then have to think about the practical side and how that idea can be realised."

"It's so accessible for young people. You don't have to be a student, so if you're aged 17 to 25 and you have an idea, write 500 words and enter."

"I didn't care too much for sports cars before I came to McLaren, but coming to the company, working in it and meeting so many interesting people has seriously changed my outlook," says Nicole.

"There's something really beautiful about how advanced engineering meets design and materials and explodes to make these amazing high-performance luxury products."

"Having the manufacturing base so close to the studio, I was able to see how technically beautiful the engineering is, too."

It wasn't all hard work in the studio. Nicole managed to fit in passenger rides in the McLaren P1 and 675LT, much to the envy of her colleagues, as well as a trip to the Lineapelle leather fair in London to see a presentation on leather and colour trends.

She even had a chance encounter with McLaren Formula 1 driver Jenson Button.

As Nicole approaches the end of her succession of work placements, she is more determined than ever to move forward and make a mark in the automotive industry.

"My ultimate goal is to use my passion for colour and materials to affect change," she says. "Design is a powerful tool. I want to try and affect people's lives through the way that design works."

"The concept that won me the award was a bio-sensor steering wheel which would, hopefully, reduce the amount of accidents on the road. That's a change that can improve the quality of life and even save lives."

The Coventry University graduate is on the final stretch of her Autocar-Courland Next Generation Award journey, but she is as enthused by the work she is undertaking now as she was on the first day of her first placement at Jaguar Land Rover.

A month's experience at Skoda follows next and will conclude her series of work placements.

There's still time to enter this year's competition. The deadline for entries is 5pm on Friday 28 August.

To find out more about the 2015 Autocar-Courland Next Generation Award, visit [autocar.co.uk/nextgenerationaward](http://autocar.co.uk/nextgenerationaward).



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# Audi Q7

New flagship SUV is lighter, smaller and smarter, but is it better?

**MODEL TESTED** 3.0 TDI quattro S line

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The Q7 is a rather obvious but effective symbol of the sudden, puffer-fish-style expansion of Audi's model range. Ten years ago, this car maker didn't build SUVs. Although it had plenty of quattro-branded four-wheel-drive know-how, it had never taken that next big logical step. It had only recently started making a Sportback in the guise of the previous-generation five-door A3 and had yet to launch the R8 sports car. When Audi launched the original Q7, it was a different firm.

Now, as we welcome the second generation of Ingolstadt's unashamedly full-sized luxury 4x4,

**WE LIKE** Outstanding cabin refinement ■ Towering material quality ■ Roomier than most seven-seat SUVs



● Enlarged, extra-chromey single-frame grille is one of Audi's latest design features. It looks like it's machined-from-billet aluminium – but it couldn't be, for pedestrian protection.



● Large front doors are aluminium, so they play their part in the weight-saving regime. They also overlap the sills, so you won't risk muddying your trouser legs when getting in and out.



● These 'five-arm turbine' alloys are one of a pair of 21in wheel options. SE cars have 19s, which look very small on the car indeed.



● Audis typically have a prominent shoulder line called the tornado line. The Q7 has a second one as well, called the blister line. Together, they take quite a lot of visual bulk out of the profile view.

it is one of three Q cars in the range. By the time the next Q7 comes along, its high-riding siblings could number as many as six. That would be an astonishing rate of expansion, but not necessarily a foolish one.

Audi SUVs have quickly become big business. From a standing start, the previous Q7 sold fairly strongly and consistently across Europe and North America throughout its lifecycle. It didn't trouble the volumes of the segment leaders, but since it's larger and slightly pricier than the average large luxury 4x4, that was predictable. But the Q5 and Q3 have smashed every sales target that Audi



First Q7 was on sale for nearly 10 years

has put in front of them. If this new bigger brother for them can replicate just a bit of that success, it'll be a huge money-spinner for Audi.

As you're about to read, Audi is evidently determined to deliver that

greater success, having thrown the kitchen sink at the new Q7 in terms of new platform, powertrain, chassis and infotainment technology. This car is the first of many new Audis (and Porsches and Bentleys) based on the firm's new MLB-Evo platform. It's a bit of a strategic milestone.

Audi's claim is that it's also advanced, lightweight, aerodynamic and efficient – at the same time as being luxurious, refined, fine handling, capable and laden with sophistication. It sounds like a serious piece of work. But is it any more discreet than the previous Q7, or any easier to like? Let's see.

## DESIGN AND ENGINEERING



The Q7 is, in Audi's own words, "still a big car" – and relatively so, in a segment full of necessarily big cars. It has shrunk marginally compared with its predecessor, but by no more than a couple of inches in any of the major dimensions.

However, the biggest success of the car's styling could be to make it appear as though a more significant amount of bulk has been dispensed with. An effective combination of →

**WE DON'T LIKE** Remote, assistance-heavy steering ■ No handling finesse ■ Unexceptional residual values



● Wraparound tailgate is typical of the Q7. It's powered, with gesture control an option. Because it carries the tail-lights, there are repeaters on the inside of the aperture. Steep, chunky-looking D-pillars are a key Q7 styling cue, too, according to Audi. They're supposed to conjure a sense of strength and stability.



● LED tail-lights are wide, with striking running light illumination in the shape of a double arrow. Indicators sweep left and right, for added visual drama.



● Tailgate spoiler's profile is determined by the trim you've chosen. This one, kicked up at each side, is the S line version, which we quite like. The entry-level SE's equivalent looks much plainer.



● Rare example of Audi using more buttons than necessary. One switch to cycle through the Drive Select modes would have sufficed.



● Q7's wide centre console means that Audi's touch-sensitive panel for doodling addresses and phone numbers gets bigger than ever.



● There's little depth to the console's storage bin, but the cubby in front of it is a perfect receptacle for keys, wallets and phones.



## MULTIMEDIA SYSTEM

Practically every VW Group infotainment system is up to snuff, but Audi's version always nudges it a bit further into rarefied technophile pleasure.

As standard, the Q7 gets an 8.3in multimedia screen, which appears from the dashboard in the same way you'd expect James Bond's television to appear at the end of his bed. This is controlled by the dial and rocker switches just ahead of the gearlever. Both click and select with a heavy-duty sense of quality. On the screen,

menus and functions can be navigated with a speedy sense of processor whizz.

The Q7 found an iPhone's Bluetooth signal in record time and can use the 3G/4G connection to unlock its own internet-based services. Together with a superlative sat-nav system and a very decent standard-fit stereo, it's a comprehensive solution.

The top optional premium audio system is a Bang & Olufsen with 23 speakers, 1920W of power and new surround-sound processing.

← reduced body volumes and strong horizontal bodywork creases makes this car look much lower and less hulking than the previous one. In the broadest sense, most people probably wouldn't pick this as the most visually striking or appealing car of its ilk. But its new-found sense of understatement seems much more becoming of an Audi, and it's a change of which we heartily approve.

What's more, although it hasn't cut down on the Q7's kerbside footprint much, the truth is that Audi didn't need to. The company has done what it's famous for: employed cutting-edge technology to deliver the gains that other car makers use more obvious means to achieve and often court compromise for the sake of. The Q7 is 300kg lighter than the car it replaces. That's an enormous saving, even on a two-tonne-something car, and it has been made on component parts as various as seats (19kg), doors (24kg), brakes (8.5kg), exhaust systems (19kg) and electrical wires (4kg).

As remarkable as it is, the car's mixed-metal underbody ultimately amounts to just another item on that list of weight savings (71kg). Made up of just over 40% aluminium and 12% hot-formed ultra-high-strength

steel, it features joining techniques new to Audi, as well as structural reinforcements, dubbed 'torsion rings', arranged both horizontally and vertically.

UK buyers will be offered a 3.0-litre V6 TDI engine in 268bhp and 215bhp states of tune, driving all four wheels through an eight-speed torque-converter automatic gearbox, a proper centre differential (as opposed to a clutch-actuated power split) and a limited-slip differential between the rear wheels. Steel springs are standard fit, but a height-adjustable adaptively damped air suspension system is on the options list and delivers ground clearance of up to 245mm. Our test car was a 268bhp diesel on air suspension.

Also on the options list is a four-wheel steering system capable of turning the rear wheels up to 5deg in the opposing direction to the fronts at low speeds, to reduce the car's turning circle. At higher speeds, it can turn them up to 3.5deg in the same direction as the front wheels, to improve cornering stability and steering response. It's an unusual and welcome feature to find on such a large and potentially unwieldy SUV. More's the pity, then, that it wasn't fitted to our test car. →



● S line cars gain nappa leather sports seats over base SE models, but both give front occupants lots of room and surroundings that feel and look high in quality.

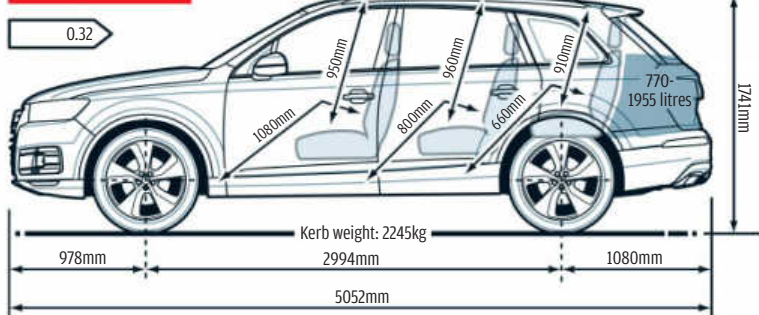


● Three individual seats in the middle row slide fore and aft; folding them to give access to the third row requires some muscle, despite the hydraulic assistance.



● Q7's load area is 770 litres with five seats raised and 1955 litres with the middle and back rows flattened; rearmost seats fold out of the boot floor easily.

#### HOW BIG IS IT?



#### VISIBILITY

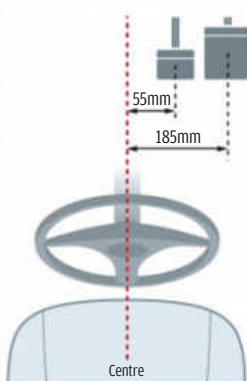
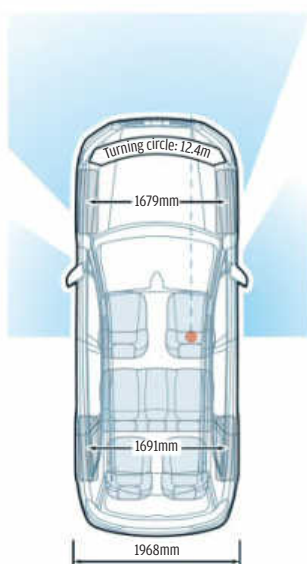
Excellent view forwards and over the shoulder. Large D-pillars compromise rearward view slightly.

#### HEADLIGHTS

S line's LED headlights are powerful and clear. Audi offers adaptive 'matrix LED' lamps as an option. SE-trim cars get xenons.

#### WHEEL AND PEDAL ALIGNMENT

Wide brake pedal mitigates the right-handed offset here. Overall, the positioning of both pedals is perfectly comfortable. Steering column adjusts abundantly.



## INTERIOR

★★★★★

Physically smaller this Q7 may be, but its status as a bona fide seven-seater is intact. Few SUVs challenge a large MPV for back-row space, but the big Audi comes close; its generous wheelbase and capacious roofline translate into sufficient leg and head room for a modest-sized adult. Small children, the most likely occupants of the third row, ought to have no complaint, save perhaps for the height of the seat in front of them and the distance to the windows (neither unusual in the class).

Raising the third row from the boot floor is made easy by the assistance of electric motors, although getting there is still a clamber best suited to the young. Conversely, physically getting the second row out of the way still requires the muscle mass of an adult, despite hydraulic

assistance. Seats up, there's room for a few shopping bags. Flatten them and there's a very competitive 770 litres. The second row has three individual seats, which, in contrast to the rearmost two, all slide fore and aft. Once lowered, there's a fridge-freezer-swallowing 1955 litres.

It's a model of practicality, then. For front-seat occupants, it's a very smart conveyor of modern luxury, too. Land Rover and Volvo have set the cabin standard here recently, but Audi's interior sensibilities are easily up to the challenge. Its preference for brushed metal (or the appearance of it), sweeping lines, supreme fit and finish and an extraordinary confidence with geometric forms serve it well here. With some helpful options fitted, there isn't a surface or item of switchgear that doesn't commend itself to the touch, and Audi's integration of technology as part of the experience is possibly unparalleled in the mainstream.

So it's surprising that its

virtual cockpit system (where the infotainment menus migrate to the instrument cluster) seems a shade less effective than it does in Audi's saloons and sports cars, the Q7's higher driving position placing it further from your natural line of sight. Still, opting to have the virtual cockpit does make you feel like an Airbus A380 pilot – and we fail to see how that can be a bad thing.

## PERFORMANCE

★★★★★

Manufacturers that consider themselves premium no longer countenance the idea of building a large SUV that could be thought sluggish. Most are powered by powerful six-cylinder diesel engines, and those that are not (such as the XC90) get cutting-edge four-pots. The stupendously heavy outgoing Land Rover Discovery is one of the slowest, yet even that beats 10.0sec

to 60mph and comes with 443lb ft of torque to help it along.

The previous Q7, even in its lowliest guise, was a decent performer, and the old 4.2-litre V8 version was properly (and improbably) quick. The latest range-topping Q7, aided by its terrific weight loss, continues in the vein of that old V8 model, even though it develops 67bhp less. Audi claims 6.5sec to 62mph for our test car, and we validated that at 6.2sec to 60mph. That makes the Q7 quicker than the current stock Porsche Cayenne Diesel by the best part of a second.

That's impressive, but probably not the criterion on which it'll be judged day to day. The reduction in mass notwithstanding, the Q7 remains a two-tonne, high-sided prospect, so standing starts conducted at full tilt still seem a little gauche. Instead, it's the ease with which the big Audi merges with traffic, makes it to motorway speeds and overtakes lesser mortals that defines the

## TRACK NOTES

The Q7's grip and general stability allow it to be driven with limit-defying briskness without appreciably taxing its driver. Even under duress, the electric power steering is disinclined to inform you of its tribulations. Predictably, you run short of grip under the front axle first, the rear wheels holding true to their line in near-unconditional terms.

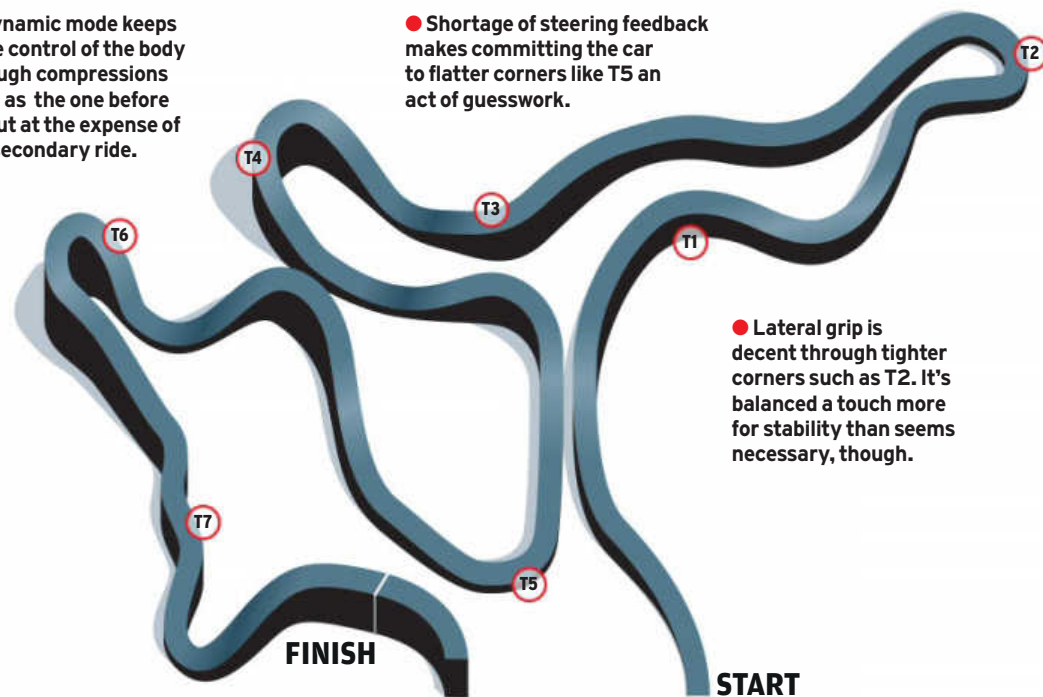
In the suspension's Dynamic mode – a setting that clips the wings of the chassis's pleasing ride compliance – it takes a very aggressive entry speed to entice anything other than understeer out of the handling. Slip angle is typically fixed by the traction control applying the brakes rather than the drivetrain doing something clever. Communication of this is left almost entirely to the chassis, though. The steering barely deigns to confer a loss of traction as an event worthy of note.

Nevertheless, by and large, this makes the Q7 uninvolved and untaxing rather than clumsy, and the number of buyers making a determination based on that deficiency will be low.

● Dynamic mode keeps close control of the body through compressions such as the one before T7 but at the expense of the secondary ride.

● Shortage of steering feedback makes committing the car to flatter corners like T5 an act of guesswork.

● Lateral grip is decent through tighter corners such as T2. It's balanced a touch more for stability than seems necessary, though.



## ACCELERATION 20deg C, dry

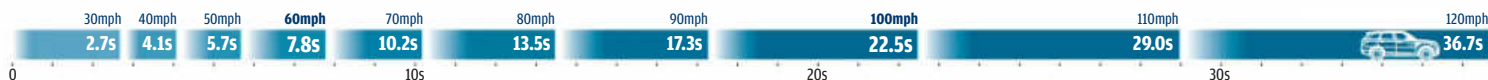
## Audi Q7 3.0 TDI quattro S line

Standing quarter mile 14.9sec at 93.2mph, standing km 27.4sec at 118.9mph, 30-70mph 6.2sec, 30-70mph in fourth na



## Range Rover Sport TDV6 (2013)

Standing quarter mile 16.1sec at 87.1mph, standing km 29.4sec at 113.5mph, 30-70mph 7.5sec, 30-70mph in fourth 7.9sec



## BRAKING 60-0mph: na



Optional air springs result in a comfortable, compliant ride over most surfaces



The Q7 is impeccably hushed and refined and noise is reduced to a quiet 68dB murmur at 70mph

quality of progress that has become inexorably linked to upmarket SUVs. In all, it copes admirably, the engine's 443lb ft of torque readily available from 1500rpm and capable of sending the lightened Q7 from 30-70mph in the same 6.2sec it takes to reach 60mph from standstill.

Administered by the eight-speed gearbox, the thrust is typically well mannered and the V6 barely tightens up at all before upshifting at 4500rpm. Moreover, the car is impeccably hushed and refined, the audible presence of that engine and the intrusion of road and wind noise reduced to a remarkably quiet 68dB murmur at 70mph.

## RIDE AND HANDLING

★★★★☆

Anyone familiar with the ungainly, hard-edged oxen cart that the Q7 used to be will likely find themselves in awe of the new model's well-oiled suppleness. With optional air springs fitted, it appears to have taken its cue more from Land Rover than from its SUV-shaped rivals at BMW, the suspension favouring a permissive

long-wave fluency over most ground that allows the Q7's body a hefty degree of congenial float. There's the odd niggles in the ride over pockmarks and expansion joints at low speeds, but we're inclined to blame that on our test car's 21in alloy wheels. Otherwise, entwined with the steady hum of effortless power and the indulgent embrace of the surroundings, the general experience is one of serene agreeableness.

At which point, one suspects, many buyers' expectations will have been met. Some may notice that the Q7 has linear steering and generally goes where you point it, but few will complain that the directness and patent lack of heft in that steering mean that the car clearly isn't as intuitive in its handling as the equivalent Range Rover Sport. Whereas the Range Rover disguises its imposing mass by immaculate management of responsiveness and rate of turn, the Audi doesn't. As a result, the saloon-car quickness of the Q7's rack occasionally feels a little incoherent, given the straight-ahead insouciance of the body control. Granted, with a roundabout-sized application of lock, the air springs

and adaptive dampers rise to the occasion to stop your buttock cheeks having to do the same. But the ramping up of firmness doesn't come as naturally or imperceptibly as in the better-handling Land Rover.

Still, that's a marginal shortcoming in the long run. We'd find a Range Rover Sport easier to place on the road and more engaging to drive quickly, but the Q7's shortfall in such areas isn't serious enough to take more than a faint edge off its more ingratiating qualities. An intimate relationship with road is rarely high on Audi's wish list anyway, and in a two-tonne, seven-seat SUV, the resulting detachment could even be considered desirable.

## BUYING AND OWNING

★★★★☆

The list prices of the Q7 make it unexpectedly punchy on price. They're roughly in line with the BMW X5's and slightly cheaper than a like-for-like Mercedes-Benz GLE or Range Rover Sport.

But list prices, as ever, tell only part of the story. With perhaps a

little residual scepticism about the car to contend with in the market, our sources aren't predicting the exceptional residual values of some rival luxury SUVs for the Q7. But the problem evidently isn't severe enough to prevent decent value emerging via contract hire deals. Company drivers ought to find the Q7 broadly as cheap on a monthly basis as a like-for-like X5, and competitive CO<sub>2</sub> outputs should prevent any nasty surprises materialising via your P11D.

There are two trim levels: entry-level SE and S line, which upgrades your car with 20in alloy wheels, nappa leather sports front seats, a sportier steering wheel and bodykit and a four-zone climate control system. The good news is that you don't have to have the upper-level sportier trimmings to access all of the Q7's optional active safety and chassis systems and infotainment features.

Our True MPG testers produced an average economy result of 32.6mpg for the Q7. Although that's slightly poorer than the most recent like-for-like X5, Range Rover Sport and Cayenne we tested, it's only by a solitary mile to the gallon or so. →

## AUDI Q7 3.0 TDI QUATTRO S LINE

<b>On-the-road price</b>	£53,835
<b>Price as tested</b>	£63,025
<b>Value after 3yrs/36k miles</b>	£27,456
<b>Contract hire pcm</b>	£578
<b>Cost per mile</b>	94p
<b>Insurance/typical quote</b>	41£/£1015

## EQUIPMENT CHECKLIST

Front sport seats	■
S line body styling	■
LED headlights	■
Four-zone climate control	■
Privacy glass	■
Cruise control	■
Electrically folding third-row seating	■
Power-operated tailgate	■
8.3in infotainment screen	■
Satellite navigation	■
21in part-polished alloys	£1100
Rear view camera	£500
85-litre fuel tank	£115
Electric seat memory function	£350
Adaptive air suspension	£2000
Trailer pack	£1300
Rear side airbags	£350
Interior inlay trim	£550
Automatic kerb view mirror function	£100
Audi Virtual Cockpit	£600
Audi Phone Box	£450
Metallic paint	£675
Valcona leather trim	£1100

Options in bold fitted to test car  
 ■ = Standard na = not available

## RANGE AT A GLANCE

ENGINES	POWER	FROM
3.0 TDI SE	215bhp	£47,795
3.0 TDI SE	268bhp	£50,340

## TRANSMISSIONS

8-spd automatic

## ECONOMY

### TEST (TRUE MPG)

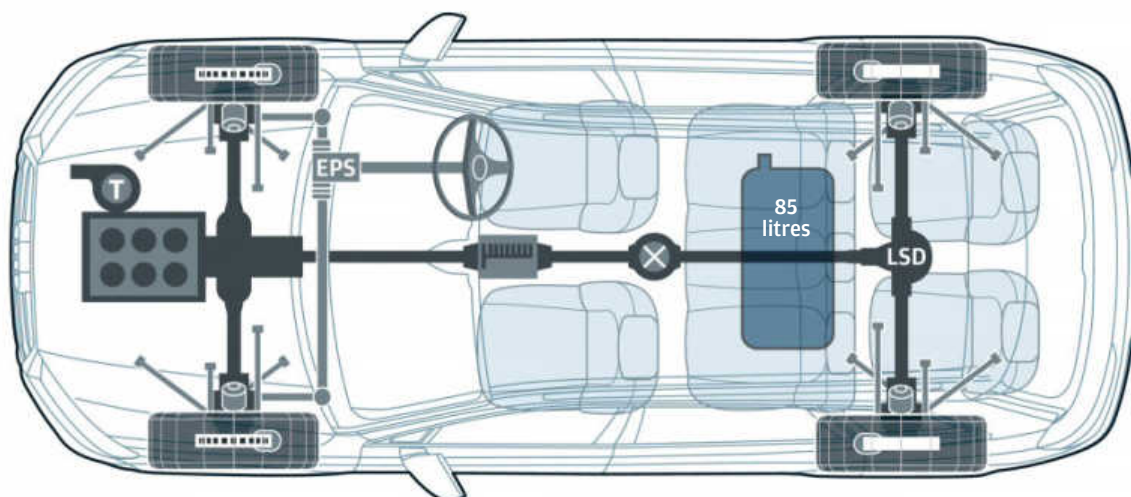
<b>Urban</b>	29.3mpg
<b>Extra-urban</b>	36.0mpg
<b>Average</b>	32.6mpg
<b>Urban</b>	42.2mpg
<b>Extra-urban</b>	47.1mpg
<b>Combined</b>	45.6mpg
<b>Tank size</b>	85 litres
<b>Test range</b>	609 miles

## ACCELERATION

MPH	TIME (sec)
0-30	2.2
0-40	3.3
0-50	4.6
0-60	6.2
0-70	8.4
0-80	10.7
0-90	13.8
0-100	17.6
0-110	22.3
0-120	28.2
0-130	-
0-140	-
0-150	-
0-160	-

## TECHNICAL LAYOUT

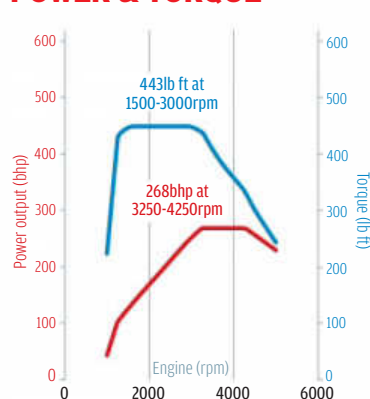
Mixed-metal monocoque features a range of aluminium castings and pressings, as well as both hot and cold-formed steel. Longways V6 engine drives all four wheels via an eight-speed automatic gearbox and a centre differential capable of sending up to 85% of power to either axle. Limited-slip rear differential is also standard fit.



## ENGINE

<b>Installation</b>	Front, longitudinal, four-wheel drive
<b>Type</b>	V6, 2967cc, turbo diesel
<b>Made of</b>	Cast iron block, aluminium head
<b>Bore/stroke</b>	83.0mm/91.4mm
<b>Compression ratio</b>	16.0:1
<b>Valve gear</b>	4 per cyl
<b>Power</b>	268bhp at 3250-4250rpm
<b>Torque</b>	443lb ft at 1500-3000rpm
<b>Red line</b>	4500rpm
<b>Power to weight</b>	126bhp per tonne
<b>Torque to weight</b>	207lb ft per tonne
<b>Specific output</b>	90bhp per litre

## POWER & TORQUE



## CHASSIS & BODY

<b>Construction</b>	Steel/aluminium unitary
<b>Weight/as tested</b>	2135/2245kg
<b>Drag coefficient</b>	0.32
<b>Wheels</b>	9.5Jx21in
<b>Tyres</b>	285/40 ZR21, Pirelli Scorpion Verde
<b>Spare</b>	Mobility kit

## TRANSMISSION

**Type** 8-spd automatic  
**Ratios/**mph per 1000rpm  
**1st** 4.71/6.7 **2nd** 3.14/10.0 **3rd** 2.10/14.9  
**4th** 1.66/18.9 **5th** 1.28/24.5 **6th** 1.00/31.4  
**7th** 0.83/37.8 **8th** 0.66/47.6  
**Final drive ratio** 2.84

## SUSPENSION

**Front** Multi-link, air springs, anti-roll bar  
**Rear** Multi-link, air springs, anti-roll bar

## STEERING

<b>Type</b>	Electrically assisted rack and pinion
<b>Turns lock to lock</b>	2.8
<b>Turning circle</b>	12.4m

## BRAKES

<b>Front</b>	375mm ventilated discs
<b>Rear</b>	350mm solid discs
<b>Anti-lock</b>	Standard with EBD and brake assist

## CABIN NOISE

**Idle 41dB Max revs in third gear na**  
**30mph 62dB 50mph 64dB 70mph 68dB**

## SAFETY

ABS, EBD, EDL, ASR, ESC  
Euro NCAP crash rating Not tested

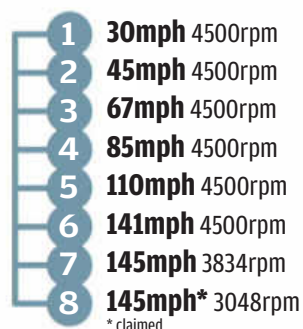
## EMISSIONS & TAX

<b>CO<sub>2</sub> emissions</b>	163g/km
<b>Tax at 20/40% pcm</b>	£269/538

## KICKDOWN ACCELERATION

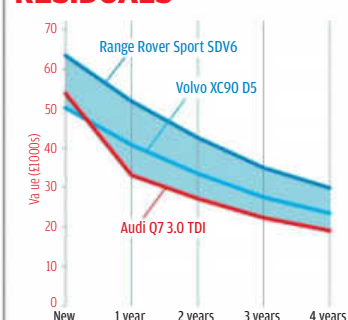
MPH	TIME (sec)
20-40	2.0
30-50	2.4
40-60	2.9
50-70	3.8
60-80	4.5
70-90	5.4
80-100	6.9
90-110	8.5
100-120	-
110-130	-
120-140	-
130-150	-

## MAX SPEEDS IN GEAR



**RPM in 8th @ 70/80mph = 1472/1682**

## RESIDUALS



● Range Rover Sport and XC90 set a high bar. Q7 doesn't trail its German rivals by as much, but trail it does.

**THE SMALL PRINT** Power-to-weight and torque-to-weight figures are calculated using manufacturer's claimed kerb weight. © 2015, Haymarket Media Group Ltd. Test results may not be reproduced without editor's written permission. For information on the Q7, contact Audi UK Customer Services, Yeomans Drive, Blakelands, Milton Keynes, MK14 5LR (audi.uk, 0800 699 888). Cost-per-mile figures calculated over three years/36,000 miles, including depreciation and maintenance but not insurance; Lex Autolease (0800 389 3690). Insurance quote covers 35-year-old professional male with clean licence and full no-claims bonus living in Swindon. Quote from Liverpool Victoria (0800 606 5161, lv.com). Contract hire figure based on a three-year lease/36,000-mile contract including maintenance; Westsex Fleet Solutions (01772 322888).

**AUTOCAR ROAD TEST**

Read all of our road tests [autocar.co.uk](http://autocar.co.uk)

# Audi Q7

## AUTOCAR VERDICT ★★★★★☆

Chiselled, plush, suave and spacious; only so-so to drive, though



**G**iven the hefty weight loss and longevity of its predecessor, it's tempting to compare the renewal of the new Q7 with Land Rover's replacement of the Range Rover Sport. Both are lighter, nimbler, quicker, more economical, better appointed and far more luxurious and technology-packed than their forebears. In driver reward, off-road ability and handsomeness, the two diverge. But the Q7 is hugely practical, commendably potent and immaculately mannered, and it comes with a brilliantly constructed cabin – a breathable mix of cathedral-like tranquillity and upper-class imperiousness.

Audi knows what its customers want as well as any car maker – and this Q7 feels much more like the ultimate expression of that knowledge than the last one ever did. It's undeniable that we prefer some of its rivals as more engaging cars to drive but, regardless, the Q7 is destined for big things.

### TESTERS' NOTES



**MATT SAUNDERS**  
The Q7 feels like a real statement car to me: Audi flexing its muscles and showing what it can do, a bit like Mercedes-Benz does with the S-Class. I didn't expect to like it so much.



**MATT PRIOR**  
Driving under trees for 200m in traffic on a bright sunny day, the dashboard bings, telling me to turn the headlights on. No human would turn them on in that situation. Automatic tech still has a long way to come.

### SPEC ADVICE

Audi's S line sporty trappings look fitting on the car and don't hurt its function. The packaged options are also worth having if you have the budget to spend. The Leather Pack (£1500), Technology Pack (£1950) and Dynamic Pack (£2655) add pretty much everything you'll want.

### JOBS FOR THE FACELIFT

- More steering weight and feedback please.
- We'd trade a bit of roll control for better handling balance.
- Leave the cabin alone. It definitely ain't broke.

### AUTOCAR ROAD TEST TOP5

MAKE	1st	2nd	3rd	4th	5th
<b>Model</b>	Range Rover Sport SDV6 HSE	XC90 D5 AWD Momentum	Cayenne Diesel	Discovery SDV6 SE Tech	Q7 3.0 TDI quattro S line
<b>Price</b>	£61,255	£45,750	£50,441	£47,500	£53,835
<b>Power</b>	302bhp at 4000rpm	222bhp at 4250rpm	258bhp at 4000rpm	252bhp at 4000rpm	268bhp at 3250-4250rpm
<b>Torque</b>	516lb ft at 1500rpm	347lb ft at 1750-2500rpm	428lb ft at 1750rpm	443lb ft at 2000rpm	443lb ft at 1500-3000rpm
<b>0-60mph</b>	7.2sec (claimed, to 62mph)	8.3 sec	7.3sec (claimed to 62mph)	9.3sec (claimed to 62mph)	6.2sec
<b>Top speed (claimed)</b>	130mph	137mph	137mph	112mph	145mph
<b>Fuel economy (combined)</b>	40.4mpg	49.6mpg	42.8mpg	35.3mpg	45.6mpg
<b>Kerb weight (claimed)</b>	2115kg	2009kg	2185kg	2570kg	2060kg
<b>CO<sub>2</sub>/tax band</b>	185g/km, 35%	149g/km, 27%	173g/km, 32%	203g/km, 37%	163g/km, 30%
<b>Verdicts on every new car, p76</b>	Pricey to run, but otherwise the Sport towers over this class. Third row an option. ★★★★★	Hugely likeable XC90 has buckets of space. Very pleasant inside, too. ★★★★★	Gets from A to B like nothing else in the class, although it looks small in comparison. ★★★★★	Slow and inefficient it may be, but the Disco is still special like nothing else. We'll miss her. ★★★★★	As plush and quiet as they come. Anonymous to drive, but that won't put many off. ★★★★★

## LETTER OF THE WEEK

### Don't change the MOT

I was disappointed at Steve Croypley's comments about the proposed extension of the deadline for MOT tests for new vehicles to four years (A Week in Cars, 29 July).

Having worked in the retail motor industry for more years than I care to remember, it never ceases to amaze me how people are prepared to drive vehicles without even cursory checks as to whether they are roadworthy. This applies to many vehicles less than four years old.

Each MOT station up and down the country has its own tale to tell of the horrors they have seen presented for an MOT.

This is a major safety issue, and the government must not be allowed to alter the status quo.

**Ian Grieve**  
via email



#### WIN

Letter of the week wins a  
ValetPRO exterior protection  
and maintenance kit worth £58.95

**Valet PRO**  
PROFESSIONAL VALETING SUPPLIES

#### ALL MOD CONS

I always enjoy reading James Ruppert's advice about how to navigate through the tangled jungle of used car buying. I especially enjoyed 'May the forces be with you' (Deals, 22 July), in which he offered that advice to a former employer of mine, the Ministry of Defence.

I often wished I could have been driving a stylish old Jag rather than a more mundane Ford Escort or Vauxhall Astra but I'm not sure I'd have fancied driving one maintained by the Royal Engineers.

As a former member of the Royal Electrical and Mechanical Engineers, I'd much rather have driven one looked after by REME vehicle mechanics, who are tasked with keeping the Army's motors on the road, rather than the Royal Engineers, who do a fantastic job of building roads and bridges.

**Malcolm Callun**  
via email

#### LOVE MY BENZ

I enjoyed Andrew Frankel's piece on the Mercedes-Benz E220 Estate (Our Cars, 22 July). I have recently purchased a saloon version and agree that the car does grow on you.

I bought it after four BMWs. I wasn't sure at first but wouldn't drive anything else now. The twin-turbo E220 goes along well and is very comfortable. On a 300-mile journey last week, it averaged 47.9mpg, too, so it wears its BlueEfficiency badge with pride.

**John Reilly**  
via email

#### FEARS FOR MASERATI

This Maserati owner can't help but think that, once again, the company is going to snatch defeat from the jaws of victory.

It's all very well having a massive new product push, but Maserati needs decent residuals to succeed against the German



competitors. One way to guarantee this won't happen is to destroy your heritage by making parts for cars not even 10 years old unavailable and/or expensive enough to make a LaFerrari owner wince.

Clearing the road of your old cars is not going to get people buying your new ones if they fear they, too, will be left high and dry in the future. Compare and contrast the approach taken by Porsche and Ferrari, who can't seem to do enough to keep their out-of-warranty

cars on the road at sensible prices.

I fear this will be my last Maserati.

**Mark Christy**  
via email

#### CAT FLAP

I came across this temporary road sign (left) in Dorset. I suspect foreign visitors to our country will think our reputation as animal lovers is misplaced.

**Steve Batterby**  
Towcester, Northants

#### DINO BETTER AS A FERRARI

Patrick Askert questions Ferrari's strategy to sell the Dino as a new Ferrari model, and not as a separate entry like the original (Your Views, 29 July).

I can't speak for Ferrari but, aside from any profitability concerns, there are the fleet-average CO<sub>2</sub> emissions targets to consider. As a low-volume manufacturer, Ferrari is currently



#### AUTOCAR

What you're saying on autocar.co.uk

### London's noisy supercar clampdown

When inconsiderate owners disturb other people, then they should be stopped.

**Sitikchai**

How would it be enforced? Will traffic wardens get on their mopeds to chase down Ferraris doing 60mph in a 30mph zone?

**winniethewoo**

If you want peace and quiet, don't live in central London.

**Granturismo**



If you can afford a million-pound supercar, the threat of a £100 fine isn't going to influence your behaviour.

**LP in Brighton**

What's a supercar doing in the crowded inner city anyway? It should be out playing where the roads are twisty.

**voyager12**



There are good reasons why new Dino should wear Ferrari badges

exempt, but that's not to say things won't change in the future. I'm no expert, but the inclusion of sub-brands in fleet-average emission targets does seem a bit of a grey area to me.

Aside from emission targets, Ferrari can't afford to be seen as operating in a vacuum. Customer expectation now dictates that all manufacturers strive to make efficiency gains. Luxury marques like Ferrari are no different.

Finally, it's pure speculation on my part, but a new Ferrari Dino would make any future V6 Ferrari California T an easier car to sell, too. This useful spin-off can't have passed unnoticed in Maranello, either...

**Mike Spencer**  
via email

#### EWES IT PROPERLY

Oh dear, so Matt Prior is going to get some mud on his Land Rover (Our Cars,

Our Land Rover is currently not fitted with the ewes option

1 July). Perhaps as an ex-Rover Triumph employee, I should let him know that a Land Rover was intended to be a rough, tough workhorse, not something to drive across your estate in your tweed jacket, pretending to be a gentleman farmer waving to the peasants...

Get a grip, boy. Heave a couple of pregnant ewes in the back and two dirty sheepdogs and do the job properly.

**Barry Ashton**  
Colwall, Worcs

*Matt's asking if you have a couple of pregnant ewes that he could borrow, Barry – MB*

#### EPICA FAIL

The Chevrolet Epica is not American, as James Ruppert wrote (Deals, 29 July). It is Korean. It was never built or sold in the US. It was also sold in Australia as the Holden Epica.

**Anthony Bunnage**  
Gloucester

#### ELECTRIC DREAMS

In response to Paul Stewart's excellent letter of the week (Your Views, 22 July), I'd like to clarify a huge misconception about electric vehicles.

Paul signs off his letter by positively comparing his EV with fossil-fuelled alternatives. I'd like to ask all EV lovers how they can regard an EV not to be fossil-fuelled while the majority of the power generation in the UK comes from carbon-burning methods? All an EV currently does is move the carbon waste deposits from the tailpipe of a car to the chimneys of our power stations.

In itself, this is not necessarily a bad thing. However, until and unless we can fully embrace renewable technologies so that they feed the majority of our power supply needs, we are just solving one issue to create another one elsewhere.

**Martino Corbelli**  
Manchester

# NEXT WEEK

Inside the magazine – on sale 19 August

## FEATURE DRIVE



**Aston Martin DB9 GT** We say goodbye to an icon with a drive in the 'ultimate' version



### FIRST DRIVE

#### Jaguar XF

First impressions of Jaguar's high-tech new executive saloon



### ROAD TEST

#### Porsche 911 GT3 RS

The definitive verdict on the most focused 911 derivative on sale

## INSIGHT



**Ken Block's driving lessons** We learn how to drive like the king of sideways cool

CONTENTS SUBJECT TO CHANGE

# OUR CARS

A week in the life of Autocar's fleet

AUDI A6 AVANT	AUDI TT	BMW ACTIVE TOURER	BMW M4	CITROEN C4 CACTUS	FERRARI FF	FORD FOCUS	FORD MONDEO	HYUNDAI i20	KIA SOUL EV
Barnaby Jones	Stan Papir	John Bradshaw	Dan Trent	Lewis Kingston	Steve Cropley	Tim Dickson	Luc Lacey	Aaron Smith	Hilton Holloway



## Ferrari FF

**FIRST REPORT** Who needs skis and ski lifts? Not when you can use a Ferrari FF on Pirelli winter tyres to drive to the top of the slope and come back down again safely

"Can anyone spare a few hours to drive our Ferrari FF up a ski slope on Wednesday?" It was an unusual email, granted, but not completely bizarre in the somewhat esoteric circles of Autocar. Anyway, "Yep, I'm game" was my immediate response.

So that's how staff photographer Will Williams and I found ourselves heading north, pointing our long-term Ferrari FF's long bonnet and glorious V12 in the direction of the Tamworth Snow Dome.

This was the first time I'd driven the FF, and for two tonnes of Prancing Horse, it's a remarkably fine place to loaf. The ride, driving position and seats are all spot on. And although it's quick – really quick when you're on it – it's hard to think how it could be made more manageable, such is its docile nature in cruise mode.

At this point, you may be wondering

what business we had pulling such a ridiculous stunt. Well, it was a plan hatched by Pirelli to demonstrate the effectiveness of its winter tyres, although attempting a ski slope did make me wonder if the PR team had got their sums wrong.

It turned out we didn't need our FF on the slope itself – Pirelli had a spare FF waiting for us inside, as you do – but that's the back story to how I came to be sitting at the bottom of an indoor ski slope in a 651bhp Ferrari. The question still remained: would it make it to the top and, perhaps more important, back down again, still in one piece?

Even with the FF's four-wheel drive, on summer tyres it wouldn't have stood a chance. In the morning briefing, Pirelli had told us some facts and figures and it transpires that the crossover point – where a harder-compound summer tyre starts to lose out grip-wise to a softer



LAND ROVER  
DEFENDER


Matt Prior

LEXUS  
NX300H


Mark Pearson

MAZDA  
2


John McIlroy

MAZDA  
CX-3


Mel Falconer

MERCEDES-BENZ  
E-CLASS ESTATE


Andrew Frankel

PORSCHE  
PANAMERA


John McIlroy

RANGE ROVER  
SPORT


Steve Cropley

RENAULT  
MEGANE  
TROPHY


Matt Prior

RENAULT  
TWINGO


Matthew Burrow

SEAT  
LEON  
X-PERIENCE


Mark Tishaw

SKODA  
FABIA


Tom Webster

SKODA  
OCTAVIA


Matt Burt

SUZUKI  
CELERIO


Steve Cropley

VOLKSWAGEN  
GOLF R


Allan Muir



Powerslides were easy, manageable and, of course, irresistible



Wet skidpan shows the benefit of winter tyres on our own FF

## I was fretting it would break traction and become the world's first £230k toboggan

winter tyre – is 7deg C. The temperature in the 'dome' was a very chilly -7deg C.

Mind you, there's more to making a good winter tyre than simply softening the rubber, especially if you want it to work on asphalt as well as snow. Bigger tread blocks are required, to help channel away more of the water and slush, and things called sipes are added to the tread. (Don't worry. I'd never heard of sipes before, either.) It turns out that snow-on-snow action is the best way to generate grip, so sipes act like mini grabbers, gathering up a blanket of snow around the tyre and holding it there for added traction. The theory sounded good, but would it work?

At this point, it would only be correct

to point out that I was having some misgivings. I couldn't shake the thought that I'd get halfway up the slope before gravity dragged me helplessly to the bottom again and into a very unforgiving-looking concrete wall. Still, onwards and upwards... time for a trial run.

I squeezed the throttle and my timid getaway gave no perceptible slip, the Ferrari creeping forward and accelerating quite happily. As the FF started to ascend the 18deg slope, I concentrated on holding a steady throttle, still fretting that it would break traction and become the world's first £230k toboggan. But, no, it continued climbing and climbing, rather like one of those mighty piste bashers that, if

you're anything like me, are endlessly fascinating to watch on ski trips.

Three-quarters of the way up, the slope turns right, and the FF steered perfectly around the bend. Reaching the very top, I did a 180 and stopped without a slither, pointing the nose back down the incline, which, by the way, looked way steeper than 18deg.

Test run complete; trust built. Now it was time to show off for Will's camera. Even grippy winter tyres are no match for 650 horses and an idiot's boot, so drifts were easy, but surprisingly controllable. I'd expected at least one red-faced spin, but it seemed that you could take huge liberties and get away with it on these tyres. The grip and feel they generate is similar to a driving on a dusty dirt-track road.

If you've been on a ski trip and hired a car on winter tyres, you'll understand when I say they are phenomenal.

Driving on snow or ice changes from a game of chance to something safe(ish), predictable and fun – even in a Ferrari.

But they don't just work on snow, as a quick blast outside in our own FF showed on the skidpan, which was drenched with enough water to cause any normal tyres to aquaplane.

I know it's only August, so you aren't thinking about winter just now. But when it does arrive and you're teetering on the edge of adhesion along some frostbitten country road, just remember: a set of these tyres may not prevent blue fingers, but they should avoid white knuckles and damaged pride.

john.howell@haymarket.com


### Ferrari FF

Price new (inc options) £314,662 Price now £180,000 Economy 18.2mpg Faults Nose lifter malfunction Expenses None Last seen 5.8.15

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We'll definitely be leaving Front Assist activated

# Skoda Octavia Estate

**Mileage | 10,214** Smart safety system proves its worth in a West Country traffic jam

**C**ollision assistance – the system that warns of the danger of a crash and automatically applies the brakes if necessary – isn't the sexiest item on a new car options list. Like smoke alarms and health insurance, it's one of those add-ons you hope you'll never need to find useful. When you're faced with spending a few hundred pounds on such a system, you might be tempted to opt for, say, visible features such as roof rails or something that will boost your enjoyment of the vehicle, such as uprated audio speakers.

I'm thankful, then, that Skoda's Front Assist system came as standard with my Octavia Estate's Elegance trim.

Optimistically, I decided to drive from Hampshire to Cornwall on the last Saturday in July, traditionally one of the



Collision avoidance system is standard in Octavia's Elegance trim



Front Assist sounds alert, dabs brakes

busiest days of the year on the roads. The A303/A30 route is one I've grown familiar with, especially when it comes to forecasting where the really bad traffic black spots will be.

In Wiltshire, there's a point where the A303 crests a hill before dropping down to Solstice Services. There can often be traffic queuing just past the service station because the dual carriageway reaches a roundabout and, beyond that, narrows to one lane.

On this busy day, though, the stationary snake started just over the crest, which caught me out. The Front Assist deployed, first warning me, via an insistent alarm and a graphic in the instrument panel, that I was approaching a slowing vehicle at speed. As a second warning, it followed up with a dab of the brakes, before I'd got around to pressing the pedal myself.

I'm confident that, without the system's intervention, I would have brought the vehicle to a halt within the fast-diminishing gap between my car and the one in front. However, it is reassuring to know that such a system brings real-world benefits. That said, it is not a feature I'm planning to make use of regularly.

[matt.burt@haymarket.com](mailto:matt.burt@haymarket.com)

## Skoda Octavia Estate 2.0 TDI Elegance

**Price** £24,580 **Price as tested** £27,205

**Economy** 56.5mpg **Faults** None

**Expenses** None **Last seen** 15.7.15



## Suzuki Celerio

**Mileage 3050**

The more I drive the Suzuki Celerio SZ3 Dualjet, the more I worry about the common sense of not only my fellow drivers but also myself when I'm driving something else.

Why? Because the impression you get whenever you go anywhere, or do

anything in this vivacious little car, is that even on a Volkswagen Up scale of achievement, it gets a tremendous amount done, at a remarkable level of refinement given its power and price. And gets amazingly little credit for it.

On several longish trips I've made on a British motorway recently,

the Celerio has been able to cruise comfortably with the reprobables, even holding its own on gradients because (due to a slick gearchange and a willing engine) you can easily hook fourth and stay with the pack.

However, because your car is obviously not a BMW or an Audi, because it looks tiny in any rear-vision mirror and has a rather apologetically grinning grille across its chops (not the most successful facet of its unpretentious styling), you will invariably be the person into whose path impatient traffic in adjacent lanes chooses to pull. In the hierarchy of cars and brands, a major factor in deciding who wins in passing manoeuvres, you don't have much bargaining power.

For a while, it gets on your nerves. Who's to say the character in the Audi A7 that has just pulled into your path is more deserving of progress than you? But if you're the right sort to be driving this Celerio – someone who feels satisfaction at being on the same road, at the same speed (feeling less

engine vibration and using a fraction of the fuel) as surrounding cars costing five to 10 times as much, then a curious sense of satisfaction will break over you.

It will not be the sort of thing you can boast about, but it will still be a comfort. Especially when you contemplate the small dent in your bank balance from paying a fuel bill.

[steve.cropley@haymarket.com](mailto:steve.cropley@haymarket.com)

## Suzuki Celerio SZ3 Dualjet

**Price** £8499 **Price as tested** £8929

**Economy** 62.2mpg **Faults** Fuel computer replaced **Expenses** None **Last seen** 8.7.15



Celerio's engine is willing and refined

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## THE LOG BOOK



## Renault Twingo

**Mileage** 3000 **Last seen** 8.7.15

You don't choose a city car for its load bay, but it's still useful to be able to do some load-hauling from time to time. I had concerns about the Twingo's boot space, because of the engine's location in the rear, but they were unfounded. A large suitcase fitted in without having to fold down the rear seats. I didn't even have to remove the parcel shelf. **MB**



## Lexus NX300h

**Mileage** 5210 **Last seen** 15.7.15

A drive in a Toyota RAV4 had me confused. The NX and the RAV4 share a platform, but the one in the heavier Lexus has been considerably stiffened, for more rigidity. However, the NX produces a nasty shudder from the tailgate when you close a door. There's always been a mystery rattle over bumps from somewhere in the back, too. I'm intrigued that the RAV4 should feel more solid. **MP**



## Porsche Panamera

**Mileage** 6622 **Last seen** 22.7.15

I braved Operation Stack to drive to Paris recently. Luckily, the Panamera is a superbly refined place to sit for a solid six hours. The eight-speed PDK bothered me on the busy motorway, though, continually changing between the upper gears. I found that moving the gear selector over to sport manual mode meant it held on to eighth better. **BSY**



## Volkswagen Golf R

**Mileage** | **4085** Our Golf R steps in as super-sub for a Syncro on a Devon camping trip

The Golf R has just come back from a 450-mile round trip down to Devon in the hands of picture editor Ben Summerell-Youde, who had plans for a weekend of camping at Dub Fest with his Volkswagen-obsessed mates and wanted to take something with an appropriate badge and four-wheel drive while his Syncro van is off the road. In the end, school holiday traffic and persistent downpours made it one of the worst weekends possible for a run down to the West Country, but the Golf proved to be an excellent choice, both for the motorway sections and for traversing slippery, hilly fields to their campsite.

Driving conditions may have been tricky, but the Golf (as always) succeeded in inspiring confidence with its unflappable traction and planted feel, meaning that it was still possible for Ben to make good progress. With visibility being so poor, the knowledge that the Golf was loaded with safety features such as an automatic pre-crash braking system gave him peace of mind, too.

While camping (at another event, in another soggy field, as it turned out), the VW enthusiasts took the opportunity to size up the latest hot Golf. Although their interests lie firmly in classic modified VWs, they had plenty of praise for the Golf R's looks, especially the dark-tinted tail-lights, subtle bodykit,



Some of the cabin rattles have been cured but not all; driver's seat is creaking, too

fetching 19in alloy wheels and the flattering impact of the vivid Lapiz Blue paintwork on the car's crisp lines.

On the subject of the 2.0-litre turbo engine, everyone appreciated the fact that the Golf R packs a generous 296bhp in standard guise, but they were all excited about its tuning potential, suggesting an ECU remap and a more free-flowing exhaust could easily get it to 400bhp. Buying a used Golf R and having it tuned would be a far cheaper way of achieving that sort of power than putting in an order for the upcoming Golf R400, that's for sure.

Even though it had been raining all night, getting out of the campsite the next morning was a doddle for the Golf R, thanks to its tenacious AWD system. Ben didn't feel the need to stick around to tow out fellow campers in their front-drive hatchbacks, though...

Before that trip, the Golf had to go back to VW for a week to have persistent

cabin rattles tracked down and the front end checked over after clouting an extra-nasty pothole. Although there were no obvious signs of anything being amiss, VW found that one of the alloys was buckled and needed replacing, at a cost of £721. They also replaced the driver's sun visor (one of the rattles being from the vanity mirror) and re-secured the nearside front window guide.

When it returned, the Golf felt better for having the buckled wheel replaced, unsurprisingly, and the cabin seemed mercifully free of unwanted noises at first. However, I've since noticed that the dashboard is still rattling. My quest for a quiet life isn't being helped by an increasingly frequent creak from the driver's seat. I don't think I can blame the state of our roads for that. [allan.muir@haymarket.com](mailto:allan.muir@haymarket.com)

## Volkswagen Golf R DSG 5dr

**Price** £32,220 **Price as tested** £39,100

**Economy** 25.8mpg **Faults** Cabin rattles, creaking driver's seat **Expenses** New alloy wheel £721 **Last seen** 8.7.15



Looks got a thumbs-up from fans of classic modded VWs

# DEALS

Bargain new  
and used motors



## A certain je ne sais quoi

No one does big, plush barges like the French. **James Ruppert** looks at some of the less risky options

**L**ocation matters, and I'm lucky enough to live near enough to an ex-Citroën dealer to seriously consider a CX or XM of my very own. It is a terrifying thought that the only big French cars I'd like to own are so old and complicated, though. So I started to wonder: if I really wanted a Le Barge, shouldn't I consider something less ancient? The thing is, there isn't an awful lot of available choice. But still...

The Peugeot 607 is a handsome beast. Available from 2000, it offers a mix of petrol engines that no sane person would buy and diesels that everyone wants. The 110bhp diesel struggles, and there is a whole boring list of engines and trim levels that came and went, as well as a minor facelift in

2004, but all you really need to know is what's actually out there and how much.

Prices seem to start at about £1000, and there can be advertised issues if the seller is honest. Petrol and diesel 2.2s and the HDi V6 ought to be the sensible picks. The entry S spec seems to dominate, indicating old company cars, and if the mileage is suitably huge, it could have served time as a minicab. Spend £2500 and you get the big-spec 2005 examples. That may seem quite a lot, but not if it all works. Top money is up to £4000 for a lowish-mileage, few-owner SE or Executive.

I still want a CX, but for now a C6 would be the next best thing. Citroën sold only about five of them and one still lives at the end of my road.



C6s, from £5500, tend to be pampered

These complicated cars are not as cheap as you might expect. Maybe rarity does help after all, but whatever the reason, you will be paying £5500 or more for one. The best thing, though, is that they seem to be cars that have been cherished by their owners.

Lignage and Exclusive trim levels have everything you could ever possibly need. The 2.7 HDi V6 is the most popular engine, but you can find the

**The Espace was the last decent big Renault with a bit of style. A 3.0 V6 for £600 was really rather tempting**



**P72** James Rupert  
Used car expert



**P74** Nigel Donnelly  
Deals expert



**P76** Nic Cackett  
Data expert

A high-spec Peugeot 607 from 2005 will be around £2500

## BANGERNOMICS BEST BUYS



### READER'S CARS: SAAB 9-5 AND NISSAN PRIMERA

Bob Blincoe applied Bangernomics to avoid debt and big overheads when he set up a new business two years ago. "We bought a 2003 Saab 9-5 Vector 3.0 TiD for £1600 and a 2004 Nissan Primera SVE 2.0 TD for £1450," he says. "The Saab has covered just over 30,000 miles with us and shows 135,000 in total. The Nissan: 45,000 miles and just over 140,000 in total. The only costs have been routine servicing and fuel. We even drove the Saab to Frankfurt in March and it never missed a beat."

### SEND YOUR BANGERNOMICS TALES TO JAMES

Twitter: @Bangernomics  
Email: james@bangernomics.com



### WHAT CAUGHT MY EYE THIS WEEK

The truly insane values of classic cars. I will come back to this very soon. Trouble is, some of the models are rubbish – and don't get me started on barn finds.

### USED CAR DILEMMA: MORGAN AERO 8

Handbuilt sports cars: you don't get many of those to the pound. For what they actually are, Morgans are brilliant value for money. However, the front end of the early Aero 8 is truly difficult to deal with. Never mind.

Sports cars  
as they used  
to be made

VW  
Beetle



2.2 diesel, too. A 2008 example at £8000 is the most money you will pay.

Renault checked out of the barge market years ago, so good luck finding a Safrane. I succeeded, though, and found some at the dregs end of the classified ad market at £400 to £500. The owners all said that they were brilliant and in top-of-the-line Executive spec. I'm sure they were right.

I reckon the equally obsolete Espace was the last decent big Renault with a bit of desirable style. I thought £600 for a 3.0 dCi V6 Privilege was really rather tempting, plus it had a panoramic roof.

So there are more Le Barges out there than I bargained for. They could also be trouble, but it would be fun finding out just how much.

# The scores on the doors

Want to arrive in style by stepping out of a car with dramatic doors? **Nigel Donnelly** looks at five ways to make an entrance, from £1000 up

## 1 DeLorean DMC-12 (1981-1982)

The sorry tale of the DeLorean DMC-12 is one of the best known in the modern motor industry. None of the complex politics, drugs, cash or Hollywood glitz should hide the fact that the car was as much a dynamic disappointment as it was a commercial one. The technology was eye-catching, though. The brushed stainless steel exterior skin remains a style statement today, but what really made it stand out from the crowd was gullwing doors.

The Renault-derived engine was not butch enough to haul this stylish 1980s car around with any real urge, which was lucky, because the rear-engined configuration gave it tricky handling. It was built over such a short period that there was no time to develop the car or improve its build quality issues, either.

But popular culture has been kind to it and prices are strong; £18,000 may put you behind the wheel and £30,000 gets you the best.



2



## BMW Z1 (1986-1991)

The original BMW Z roadster is thought to have taken its name from its rear suspension: the first iteration of the firm's multi-link rear 'Z' axle. However, the Z1's doors are one of its most striking features, dropping down inside the sills.

The rest of the body is similarly space age, being a glassfibre shell

based around a steel and carbonfibre monocoque. Beyond that, it used the engine and gearbox from the 325i. No bad thing, but it makes the 171bhp Z1 quick rather than devastatingly fast.

With just 8000 Z1s built, choice is limited and prices high. The starting price for one worth having is £20,000.

## Peugeot 1007 (2004-2009)

Adding sliding doors to a compact city car looked like the ideal way to conquer the difficulty of getting in and out of a two-door car in a compact urban parking space.

Sadly, the 1007 was a one-trick pony. Peugeot knows a thing or two about making great small cars, but the heavy,

lethargic 1007 was a betrayal of its small car heritage.

At least the premium pricing when new is no longer an issue, because £1000 will net you a good one. Go for a strong colour and quirky interior and keep your fingers crossed that they develop a cult following. You might be lucky.

3





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4



## Bond Bug (1970-1974)

Rear-wheel drive does not necessarily make something a driver's car but, equally, numbers often don't completely tell the story about performance. And so it is with the Bond Bug. It takes 23 seconds to reach 60mph from rest and is maxed out at 75mph, but you never want more.

The fabric doors and lifting canopy ensure that it feels faster, as does the inherently nervy stability that comes with a tricycle set-up with a single front wheel. They only come in orange and only basket cases are cheap. Although £4k will get you a runner, you should budget twice that for the best.

## Toyota Sera (1990-1996)

Although the Toyota Sera was never officially sold in the UK, plenty made the journey over here. Its doors are dihedral, not gullwing, and the solution was elegant enough to catch the eye of McLaren F1 designer Gordon Murray, who incorporated them into his supercar.

Earliest examples are now 25 years old, but the Sera still has a futuristic air about it, helped by a 'glass canopy' look that makes it look like something from the Jetsons. Roadworthy examples are now available from around £2000, and they'll never be worth less.

5



# NEW CARS A-Z

For full reviews of every car listed here, visit our website, [autocar.co.uk](http://autocar.co.uk)

## Autocar's star ratings explained

- ☆☆☆☆ Inherently dangerous/unsafe. Tragically, irredeemably flawed.
- ☆☆☆☆ Appalling. Massively significant failings.
- ☆☆☆☆ Very poor. Fails to meet any accepted class boundaries.
- ☆☆☆☆ Poor. Within acceptable class boundaries in a few areas. Still not recommendable.
- ☆☆☆☆ Off the pace. Below average in nearly all areas.
- ☆☆☆☆ Acceptable. About average in key areas, but disappoints.
- ☆☆☆☆ Competent. Above average in some areas, average in others. Outstanding in none.
- ☆☆☆☆ Good. Competitive in key areas.
- ☆☆☆☆ Very good. Very competitive in key areas, competitive in secondary respects.
- ☆☆☆☆ Excellent. Near class leading in key areas, and in some ways outstanding.
- ☆☆☆☆ Brilliant, unsurpassed. All but flawless.

Full road test on [autocar.co.uk](http://autocar.co.uk)

Any car that has had a full Autocar road test is highlighted in yellow.

FOR FULL RESULTS see page 91

Make and Model	Price	Bhp	CO <sub>2</sub> g/km	Insurance group
<b>ABARTH</b>				
<b>500 3dr hatch</b> Good value hot hatch. In Esseesse trim it's great fun to drive	★★★★☆			
1.4 T-Jet	E14205	133	155	26
<b>500 CONVERTIBLE 2dr open</b> Open-top hot hatch; has a softer ride than the tin-top car	★★★★☆			
1.4 16v Turbo T-Jet	E16005	133	155	27
<b>PUNTO EVO 3dr hatch</b> Scorpion-badged Punto is fun, but not the most focused hot hatch	★★★★☆			
1.4 Turbo M'Air	E16857	161	142	30
<b>ALFA ROMEO</b>				
<b>MITO 3dr hatch</b> Classy, well equipped and cheap. No dynamic benchmark	★★★★☆			
0.9 TB TwinAir 105 Distinctive	E16160	103	98	13
0.9 TB TwinAir 105 OV Line	E16910	103	98	13
1.4 140 M'air T'CT Distinctive	E17710	138	124	19
1.4 140 M'air T'CT OV Line	E18460	138	124	20
1.4 170 M'Air O'Verde	E20300	168	139	26
1.3 JTDm-2 85 Distinctive	E16745	94	90	11
1.6 JTDm-2 120 D'ive S-S	E17910	118	114	19
1.6 JTDm-2 120 OV Line	E18660	118	114	20
<b>GIULIETTA 5dr hatch</b> Stylish, rewarding family hatch. A new era for Alfa	★★★★☆			
2.0 JTDm 175 Excl. TCT	E25840	148	110	20
2.0 JTDm 175 OV Line TCT	E27590	148	110	20
1.4 TB 120 Progression	E18450	118	149	16
1.4 TB 120 Distinctive	E19700	118	149	16
1.4 TB Mult'ir 170 Distinctive	E21260	168	134	23
1.4 TB Mult'air 170 Excl.	E22950	168	134	23
1.4 TB Mult'ir 170 Ex'ive TCT	E24245	168	121	23
1.4 TB Mult'air 170 OV Line	E24700	168	134	23
1.4 TB Mult'ir 170 OV Line TCT	E25995	168	121	23
1.6 JDTM 105 Progression	E19500	103	114	16
1.6 JDTM 105 Distinctive	E20750	103	114	16
1.6 JDTM 105 Excl.	E22500	103	114	16
2.0 JTDm 150 Distinctive	E21930	148	110	20
2.0 JTDm 150 Excl.	E23680	148	110	20
2.0 JTDm 150 OV Line	E25430	148	110	20
<b>4C 2dr coupé</b> A singular statement. Flawed, perhaps, but the best current Alfa by miles	★★★★☆			
1.75T	E51500	237	159	50
<b>ALPINA</b>				
<b>B3 2dr coupé</b> Rapid, usable and cheaper alternative to an M3	★★★★☆			
3.0 S Biturbo	E51350	394	224	-
<b>B3 4dr saloon</b> Rapid, usable and cheaper alternative to an M3	★★★★☆			
3.0 S Biturbo	E50350	394	224	-
<b>B3 CONVERTIBLE 2dr open</b> Rapid, usable, cheaper alternative to an M3.	★★★★☆			
3.0 S Biturbo	E56450	394	225	-
<b>B5 TOURING 5dr estate</b> Rapid, usable and cheaper alternative to an M3.	★★★★☆			
3.0 S Biturbo	E51350	394	225	-
<b>B5 4dr saloon</b> Huge pace, but let down by uninvolved dynamics	★★★★☆			
85 Biturbo	E71950	507	252	-
85 Biturbo	E71950	500	252	-
<b>B5 TOURING 5dr estate</b> Huge pace, but let down by uninvolved dynamics	★★★★☆			
85 Biturbo	E71950	500	255	-
<b>B7 4dr saloon</b> Makes sense on an autobahn but not for the UK	★★★★☆			
4.4 V8 Switch-tronic	E95850	500	282	-
4.4 V8 Switch-tronic LWB	E98850	500	282	-
<b>D3 4dr saloon</b> Precise dynamics with added Alpina kudos and a great engine	★★★★☆			
3.0D Biturbo	E46950	345	139	50
<b>D5 4dr saloon</b> Rapid, usable and cheaper alternative to an M5	★★★★☆			
3.0 Bi-Turbo	E55950	340	155	-
<b>XD3 5dr 4x4</b> Alpina's first SUV is a triumph. Hugely fast, capable and desirable	★★★★☆			
3.0 XD3	E54950	345	-	49
<b>ARIEL</b>				
<b>ATOM 0dr open</b> Superbike fast track mentalism. As exhilarating as cars get	★★★★☆			
245	E29321	245	-	-
300	E34319	300	-	-
<b>V8</b>	E150000	500	-	-
3 Mugen	E49740	270	-	-
<b>ASTON MARTIN</b>				
<b>RAPIDE 4dr saloon</b> Four-door Aston is more practical, but just as charming	★★★★☆			
5.9 V12 S	E149995	550	355	-
<b>VANTAGE 2dr coupé</b> Stunning Brit sports car. V12 is a new benchmark for Aston	★★★★☆			
4.7 V8	E84995	420	299	-
4.7 V8 S	E99995	430	299	-
5.9 V12 S	E138000	565	388	50
<b>VANTAGE ROADSTER 2dr open</b> Drop-top suits the Vantage's relaxed nature	★★★★☆			
4.7 V8	E98995	420	299	-
4.7 V8 S	E110700	430	299	-
5.9 V12 S	E150000	510	388	-
<b>DB9 VOLANTE 2dr open</b> Facelift a big improvement dynamically	★★★★☆			
5.9 V12	E141995	470	333	-
<b>DB9 2dr coupé</b> Enchanting looks, but ride is choppy.	★★★★☆			
Manual the best	★★★★☆			
5.9 V12	E131995	470	333	-
<b>VANQUISH 2dr coupé</b> A British supercar for British roads. Looks the business, too	★★★★☆			
5.9 V12	E189995	565	335	-
<b>AUDI</b>				
<b>A1 3dr hatch</b> Audi's answer to the Mini. Fun and refined	★★★★☆			
1.4 TFSI 125 Sport	E16730	123	115	21
1.4 TFSI 125 S line	E18725	123	117	21
1.4 TFSI 150 S line	E19520	148	112	25
2.0 TFSI 231 S1	E25420	228	162	33
1.6 TDI 116 SE	E15430	114	92	19
1.6 TDI 116 Sport	E17405	114	92	19
1.6 TDI 116 S line	E19400	114	93	19
<b>A1 5dr sportback</b> Rear doors add convenience to an attractive package	★★★★☆			
1.4 TFSI 125 Sport	E17350	123	118	21
1.4 TFSI 125 S line	E19345	123	119	21
1.4 TFSI 150 S line	E20140	148	112	25
2.0 TFSI 231 S1	E26155	228	166	33
1.6 TDI 116 SE	E16050	114	92	19
1.6 TDI 116 Sport	E18025	114	92	19
1.6 TDI 116 S line	E20020	114	93	19
<b>A3 3dr hatch</b> Classy interior, stable handling and good engines. Second only to the Golf	★★★★☆			
1.2 TFSI 110 SE	E18615	108	117	17
1.6 TDI 110 ultra SE Technik	E21615	108	89	17
2.0 TDI 184 quattro S line	E29945	148	129	26
2.0 TDI 184 quattro Sport	E27795	148	127	26
2.0 TDI 184 S line	E27035	148	114	28
2.0 TDI 184 Sport	E24885	148	112	27
2.0 TFSI 300 quattro S3	E30980	296	162	36
1.2 TFSI 110 SE	E22015	108	117	17
1.2 TFSI 110 S line	E22125	108	114	18
1.4 TFSI 125 SE	E19915	123	122	18
1.4 TFSI 125 Sport	E21315	123	122	19
1.4 TFSI 125 S line	E23465	123	124	20
1.4 TFSI 150 SE ACT	E20765	148	109	23
1.4 TFSI 150 Sport ACT	E24315	148	111	24
1.4 TFSI 150 S line ACT	E23905	178	135	26
1.8 TFSI 180 quattro Sport	E26830	178	149	27
1.8 TFSI 180 S line	E26055	178	135	27
1.8 TFSI 180 quattro S line	E29055	178	153	28
1.6 TDI 110 ultra SE	E20865	108	89	17
1.6 TDI 110 Sport	E22265	108	105	17
1.6 TDI 110 S line	E22415	108	107	18
2.0 TDI 150 SE	E22215	148	108	21
2.0 TDI 150 SE Technik	E22965	148	108	23
2.0 TDI 150 Sport	E23615	148	108	21
2.0 TDI 150 S line	E25765	148	109	21
<b>A3 4dr saloon</b> All the A3's standard attributes in a saloon body. S3 great looking	★★★★☆			
1.4 TFSI 150 ACT Sport	E23335	148	110	23
1.6 TDI 110 S line	E25585	108	106	18
1.8 TFSI 180 quattro S line	E30225	178	153	28
1.8 TFSI 180 quattro Sport	E28000	178	149	25
1.8 TFSI 180 Sport	E25075	178	135	23
2.0 300 quattro S3	E33580	296	164	36
2.0 TDI 150 Sport	E24785	148	107	23
1.4 TFSI 150 ACT S line	E25485	148	112	24
1.8 TFSI 180 S line	E27225	178	135	24
1.6 TDI 110 Sport	E23435	108	104	17
2.0 TDI 150 S line	E26935	148	108	24
2.0 TDI 150 Black Edition	E26055	181	112	27
2.0 TDI 184 S line	E28205	181	114	28
2.0 TDI 184 quattro Sport	E28965	181	127	26
2.0 TDI 184 quattro S line	E31115	181	129	26
<b>A3 5dr sportback</b> Classy interior, stable handling and good engines. Second only to the Golf	★★★★☆			
1.4 TFSI 125 S line	E24085	123	124	20
1.4 TFSI 125 Sport	E21935	123	122	19
1.8 TFSI 180 quattro S line	E29675	178	153	28
1.8 TFSI 180 S line	E26675	178	135	27
1.8 TFSI 180 Sport	E24525	178	135	26
2.0 TDI 150 S line	E26385	148	109	21
2.0 TDI 150 SE	E22835	148	108	21
2.0 TDI 150 Sport	E24235	148	108	21
2.0 TDI 184 quattro S line	E30565	175	129	26
2.0 TFSI 300 quattro S3	E31600	296	162	36
1.2 TFSI 110 SE	E19235	108	117	17
1.2 TFSI 110 Sport	E20635	108	117	17
1.2 TFSI 110 S line	E22745	108	114	18
1.4 TFSI 125 SE	E20535	123	122	18
1.4 TFSI 150 SE ACT	E21385	148	112	23
1.4 TFSI 150 Sport ACT	E22785	148	112	23
1.4 TFSI 150 S line ACT	E24935	148	114	24
1.4 TFSI 150 e-tron	E35340	201	37	29
1.8 TFSI 180 quattro Sport	E27450	178	149	27
1.6 TDI 110 ultra SE	E21485	108	89	17
1.6 TDI 110 ultra SE Technik	E22235	108	89	17
1.6 TDI 110 Sport	E22885	108	105	17
1.6 TDI 110 S line	E25035	108	107	18
2.0 TDI 150 SE Technik	E23585	148	103	23
2.0 TDI 184 Sport	E25505	175	127	27
2.0 TDI 184 quattro Sport	E28415	175	127	26
2.0 TDI 184 S line	E27655	175	114	28
<b>A3 CABRIOLET 2dr open</b> A measured success, but the usual sacrifices make it fun free	★★★★☆			
1.4 TFSI 150 S line	E29675	148	118	26
1.4 TFSI 150 SE	E26125	148	116	24
1.4 TFSI 150 Sport	E27525	148	116	25
1.8 TFSI 180 S line Au	E32895	178	133	29
1.8 TFSI 180 Sport Au	E30745	178	133	29
2.0 TDI 150 S line	E31125	148	115	27
2.0 TDI 150 SE	E27575	148	113	24
2.0 TDI 150 Sport	E28975	148	113	25
1.8 TFSI 180 Sport	E29265	178	154	29
1.8 TFSI 180 quattro Sport	E32225	178	154	29
1.8 TFSI 180 S line	E31415	178	140	31
2.0 TDI 150	E34415	178	157	32
2.0 TDI 150 Black Edition	E39245	296	165	42
2.0 TDI 150 SE	E26225	108	110	17
2.0 TDI 150 Sport	E27625	108	110	18
2.0 TDI 177 Black Edition	E29775	108	112	20
2.0 TDI 177 quattro S line	E30245	181	117	30
2.0 TDI 184 S line	E32395	181	119	31
2.0 TDI 184 quattro S line	E35435	181	134	31
2.0 TDI 184 quattro Sport	E33285	181	132	30
<b>A4 4dr saloon</b> Highly competent and quality laden; leaves the dynamic finesse to its rivals	★★★★☆			
3.0 TDI 150 Black Edition	E31005	148	119	24
2.0 TDI 150 S line	E30320	148	119	23
2.0 TDI 150 SE	E28855	148	127	23
2.0 TDI 150 SE Technik	E30275	148	127	23
2.0 TFSI 177 SE Technik	E29620	175	120	27
2.0 TFSI 225 quattro Black Edit	E35275	222	155	33
2.0 TFSI 225 quattro S line	E34500	222	155	33
2.0 TFSI 225 quattro SE	E31645	222	155	32
2.0 TFSI 225 quattro SE Technik	E32945	222	155	33
1.8 TFSI 120 SE	E24385	118	151	19
1.8 TFSI 120 SE Technik	E25685	118	151	19
1.8 TFSI 120 S line	E27240	118	151	20
1.8 TFSI 120 Black Edition	E28015	118	151	20
1.8 TFSI 170 SE	E26000	168	134	25
1.8 TFSI 170 SE Technik	E27420	168	134	24
1.8 TFSI 170 S line	E28855	168	134	26
1.8 TFSI 170 Black Edition	E29630	168	134	26
3.0 V6 333 S4	E39610	328	178	36
3.0 V6 333 S4 Black Edition	E40685	328	178	36
2.0 TDIe 136 SE Technik	E28600	134	112	23
2.0 TDIe 136 SE	E27600	134	112	23
2.0 TDI 163 Ultra SE	E28320	161	109	27
2.0 TDI 163 Ultra SE Technik	E29740	161	109	27
2.0 TDI 177 S line	E31175	175	120	27
2.0 TDI 177 Black Edition	E31950	175	120	28
2.0 TDI quattro 177 SE	E2988			

Make and Model	Price	Bhp	CO <sub>2</sub> g/km	Insurance group
2.0 TFSI 225 SE	£35575	222	144	35
3.0 TDI 204 S line Special Ed	£42680	201	138	34
3.0 TDI 245 quattro S line Spe	£46110	242	173	40
1.8 TFSI 170 SE	£32320	168	143	28
3.0 TFSI 333 S5	£47035	328	189	42
4.2 V8 RS5	£69555	444	249	47
2.0 TDI 177 SE	£34575	175	127	29
2.0 TDI 177 S line	£37825	175	127	30
3.0 TDI 204 S line	£41555	201	138	33
3.0 TDI 245 quattro S line	£45220	242	167	39
<b>A6 4dr saloon</b> The best sprung Audi saloon, and one of the most appealing full stop	★★★★★			
3.0 BITDI 320 quattro Black Ed	£51165	316	164	44
3.0 TDI 320 quattro S line	£48990	316	159	43
3.0 TDI 218 Black Edition	£43135	215	127	35
3.0 TDI 218 quattro Black Edn	£44895	215	138	40
3.0 TDI 218 quattro S line	£42720	215	133	39
3.0 TDI 218 quattro SE	£40195	215	133	39
3.0 TDI 272 quattro Black Edn	£46455	268	138	42
4.0 TFSI 450 S6	£56545	429	214	42
2.0 TDI 190 Ultra SE	£32295	187	113	32
2.0 TDI 190 Ultra S line	£34820	187	114	33
2.0 TDI 190 Ultra Black Edn	£36995	187	119	33
3.0 TDI 218 SE	£38435	215	122	34
3.0 TDI 218 S line	£40960	215	122	35
3.0 TDI 272 quattro SE	£41755	268	133	41
3.0 TDI 272 quattro S line	£44280	268	133	42
3.0 BITDI 320 quattro SE	£46465	316	159	43
<b>A6 AVANT 5dr estate</b> A capable stress buster, BITDI a giant killer	★★★★★			
3.0 BITDI 320 quattro Black Ed	£53330	316	169	44
3.0 TDI 320 quattro S line	£51040	316	164	43
3.0 TDI 218 Black Edition	£45185	215	130	35
3.0 TDI 218 quattro Black Edn	£46960	215	144	40
3.0 TDI 218 quattro S line	£44770	215	138	39
3.0 TDI 218 quattro SE	£42245	215	138	39
3.0 TDI 272 quattro Black Edn	£48520	268	144	42
4.0 TFSI 500 RS6	£78790	552	223	50
4.0 TFSI 450 S6	£58545	429	219	47
2.0 TDI 190 Ultra SE	£34345	187	118	32
2.0 TDI 190 Ultra S line	£36870	187	119	33
2.0 TDI 190 Ultra Black Edn	£39045	187	123	33
<b>3.0 TDI 218 SE</b>	£40485	215	125	34
3.0 TDI 218 S line	£43010	215	125	35
3.0 TDI 272 quattro SE	£43805	268	138	41
3.0 TDI 272 quattro S line	£46330	268	138	42
3.0 BITDI 320 quattro SE	£48515	316	164	43
<b>A6 ALLROAD 5dr estate</b> Rugged 4x4 A6. Even more pricey	★★★★★			
3.0 TDI 218 quattro	£45755	215	149	39
3.0 TDI 218 quattro Sport	£49455	215	149	39
3.0 TDI 272 quattro	£47315	268	149	42
3.0 TDI 272 quattro Sport	£51015	268	149	42
3.0 BITDI 320 quattro	£52125	316	172	44
3.0 BITDI 320 quattro Sport	£55825	316	172	44
<b>A7 SPORTBACK 5dr hatch</b> A good mix of luxury, practicality and driver reward	★★★★★			
3.0 TFSI 333 quattro S line	£53045	328	182	44
3.0 TFSI 333 quattro Black Edn	£55395	328	182	44
3.0 TDI 218 Ultra SE Exec	£45915	215	124	37
3.0 TDI 218 Ultra S line	£48705	215	128	38
3.0 TDI 218 quattro SE Executi	£47670	215	138	41
3.0 TDI 218 quattro S line	£50480	215	142	41
3.0 TDI 218 quattro Black Edn	£52830	215	142	42
3.0 TDI 272 quattro SE Executi	£50255	268	138	43
3.0 TDI 272 quattro S line	£53060	268	142	43
3.0 TDI 272 quattro Black Edn	£55410	268	142	44
3.0 BITDI 320 quattro S line	£56730	316	167	45
3.0 BITDI 320 quattro Black Ed	£59080	316	167	45
<b>A8 4dr saloon</b> Stylish, comfortable and solid. A convincing exec saloon	★★★★★			
3.0 TDI 258 quattro SE Exec	£62185	247	155	46
2.0 TFSI 245 Hybrid	£64280	208	144	42
2.0 TFSI 245 Hybrid L	£68285	208	148	43
3.0 TFSI 310 quattro SE Exec	£64290	309	183	46
3.0 TFSI 310 quattro Sport Exe	£67890	308	183	46
4.0 TFSI 435 quattro SE Exec L	£71660	429	216	49
4.0 TFSI 435 quattro Sport Exe	£79760	429	216	49
4.0 TFSI 520 S8	£80735	513	216	49
6.3 W12 500 quattro L	£97920	493	254	50
3.0 TDI 258 quattro SE	£59580	254	155	46
3.0 TDI 258 quattro SE L	£63545	254	158	46
3.0 TDI 258 quattro SE Exec L	£66150	247	158	46
3.0 TDI 258 quattro Sport Exec	£65785	254	155	46
3.0 TDI 258 quattro Sport Ex L	£69750	254	158	47
4.2 TDI 385 quattro SE Exec	£72835	380	189	50
4.2 TDI 385 quattro SE Ex L	£76800	384	190	50
4.2 TDI 385 quattro Sport Exec	£76390	380	194	50
4.2 TDI 385 quattro Sport Ex L	£80355	380	197	50
<b>Q3 5dr 4x4</b> Typically refined and competent, but feels more A3 than SUV	★★★★★			
1.4 TFSI 150 SE	£25380	138	128	19
1.4 TFSI 150 S line	£28060	138	131	20
2.0 TFSI 180 quattro SE	£29640	176	152	27
2.0 TFSI 180 quattro S line	£32190	176	155	27
2.0 TFSI 180 quattro S line Plus	£34540	176	161	28
2.5 TFSI 340 quattro RS	£45540	335	203	37
2.0 TDI 150 SE	£26920	148	119	20
2.0 TDI 150 quattro SE	£28480	148	131	20
2.0 TDI 150 S line	£29470	148	122	21
2.0 TDI 150 quattro S line	£31030	148	134	21
2.0 TDI 150 quattro S line Plus	£33380	148	140	21
2.0 TDI 184 quattro SE	£29280	181	139	24
2.0 TDI 184 quattro S line	£31845	181	143	24
2.0 TDI 184 quattro S line Plus	£34195	181	148	25
<b>Q5 5dr 4x4</b> Exceptionally good handling for an SUV, but very compromised ride	★★★★★			
2.0 TFSI 180 quattro S line PI	£36270	178	174	29
2.0 TFSI 180 quattro SE	£31370	178	174	28
2.0 TFSI 180 quattro S line	£33770	178	174	29
2.0 TFSI 225 quattro SE	£32845	222	173	29
2.0 TFSI 225 quattro S line	£35300	222	179	29
2.0 TFSI 225 q'tro S line Plus	£37800	222	181	30
2.0 TDI 150 quattro SE	£31720	148	147	21
2.0 TDI 150 quattro S line	£34120	148	150	21
2.0 TDI 150 quattro S line Plus	£36555	148	152	22
2.0 TDI 177 quattro SE	£32610	175	154	24
2.0 TDI 177 quattro S line	£35010	175	154	25
2.0 TDI 177 q'tro S line Plus	£37510	175	154	25
3.0 TDI 245 quattro SE	£38370	241	169	33
3.0 TDI 245 quattro S line	£40770	241	169	34
3.0 TDI 245 q'tro S line Plus	£43270	241	169	34
3.0 TDI 313 S05	£44785	309	174	41
<b>Q7 5dr 4x4</b> Seven-seat SUV feels its bulk. A BMW X5 or Land Rover is better	★★★★★			
3.0 TDI 204 S line Plus	£51155	201	189	37
3.0 TDI 245 S line Plus	£52585	237	195	41
3.0 TDI 245 S line Sport Editi	£55585	237	195	41
3.0 TDI 245 S line Style Editi	£54085	237	195	41
4.2 TDI 340 S line Plus	£62220	335	242	46
4.2 TDI 340 S line Sport Editi	£65220	335	242	47
4.2 TDI 340 S line Style Editi	£63720	335	242	47
3.0 TDI 204 SE	£43895	201	189	35
3.0 TDI 204 S line	£46655	237	189	36
3.0 TDI 245 S line	£48085	237	195	40
4.2 TDI 340 S line	£57720	335	242	45
<b>TT 2dr coupé</b> TT finds its mojo at last. Driver experience now an equal to the obvious prestige	★★★★★			
2.0 TFSI Sport	£29915	228	141	35
2.0 TFSI Sport quattro	£32860	228	153	37
2.0 TFSI S line	£32465	228	141	35
2.0 TFSI S line quattro	£35410	228	153	38
2.0 TFSI 310 quattro TTS	£38945	306	168	45
2.0 TDI Ultra Sport	£29810	181	116	34
2.0 TDI Ultra S line	£32360	181	116	35
<b>TT ROADSTER 2dr open</b> Takes the edge off the TT's fine looks - but still hugely competent	★★★★★			
2.0 TDI ultra 184 S line	£34545	181	114	36
2.0 TDI ultra 184 Sport	£31995	181	114	35
2.0 TFSI 230 quattro S line	£37595	228	158	39
2.0 TFSI 230 quattro Sport	£35045	228	158	38
2.0 TFSI 230 S line	£34650	228	144	38
2.0 TFSI 230 Sport	£32100	228	144	37
2.0 TFSI 310 TTS	£41130	306	173	43
<b>R8 2dr coupé</b> Usable, but no less involving and dramatic for it. V10 is brutal	★★★★★			
<b>4.2 FSI 430 V8</b>	£93785	424	332	50
<b>5.2 FSI 525 V10</b>	£114885	518	346	50
<b>5.2 FSI 550 V10 Plus</b>	£126885	543	346	50
<b>R8 SPYDER 2dr open</b> Great noise, and loses little of the coupe's poise	★★★★★			
4.2 FSI 430 V8	£102435	424	337	50
<b>5.2 FSI 525 V10</b>	£123535	518	349	50
<b>BAC</b>				
<b>MONO 2dr open</b> An F-22 Raptor for the road. Only better built	★★★★★			
Mono 2.3	£111168	280		
<b>BENTLEY</b>				
<b>CONTINENTAL GT 2dr coupé</b> A brilliant Audi V8-inspired reboot	★★★★★			
6.0 W12 GT Speed	£151100	616	338	50
4.0 V8	£123850	500	246	50
4.0 V8 S	£139000	521	246	50
6.0 W12	£136710	567	385	50
<b>CONTINENTAL GT CONVERTIBLE 2dr open</b> A brilliant Audi V8-inspired reboot	★★★★★			
4.0 V8	£136250	500	254	50
4.0 V8 S	£152900	521	254	50
6.0 W12 Speed	£167900	616	347	50
<b>MULSANNE 4dr saloon</b> Effortless and graceful. Great driving position	★★★★★			
6.75 V8	£224700	506	393	-
<b>FLYING SPUR 4dr saloon</b> A genuine luxury saloon. Superb inside. As it should be	★★★★★			
4.0 V8	£136000	500	254	50
6.0 W12	£140900	616	343	50
6.0 W12 Mulliner	£150220	616	343	50
<b>BMW</b>				
<b>1 SERIES 3dr hatch</b> Measures up on space and comfort now. Still no 3 Series	★★★★★			
118i SE	£20245	134	125	18
118i Sport	£21245	134	129	18
118i M Sport	£23075	168	133	19
120i Sport	£23295	134	136	21
120i M Sport	£24995	134	139	22
125i M Sport	£26375	215	157	28
116d SE	£31200	315	188	37
116d ED Plus	£21180	114	94	15
116d M Sport	£22030	114	89	15
116d Sport	£22180	114	103	15
118d SE	£22030	114	106	16
118d Sport	£22325	148	104	19
118d M Sport	£23325	148	109	19
120d Sport	£25025	148	114	20
120d M Sport	£24775	187	114	24
120d M Sport	£26475	187	118	25
125d M Sport	£29800	221	121	30
<b>1 SERIES 5dr hatch</b> Measures up on space and comfort now. Still no 3 Series	★★★★★			
118i SE	£20775	168	125	18
118i Sport	£21775	168	129	18
118i M Sport	£23605	168	133	19
120i Sport	£23825	134	136	21
125i M Sport	£25525	214	139	22
116d SE	£26905	215	157	28
116d ED Plus	£31730	315	188	37
116d M Sport	£21710	114	94	15
116d Sport	£22560	114	89	15
118d SE	£22710	114	103	15
118d Sport	£24410	114	106	16
118d M Sport	£22855	148	104	19
118d Sport	£23855	148	109	19
118d M Sport	£25555	148	114	20
120d Sport	£25305	187	114	24
120d M Sport	£27005	187	119	24
120d xDrive M Sport	£30055	187	124	24
120d xDrive Sport	£28355	187	119	24
125d M Sport	£30330	221	121	30
<b>2 SERIES 2dr coupé</b> A proper compact coupé now. M235i is one of the best BMWs period	★★★★★			
220i Sport	£32120	215	125	33
220i M Sport	£26195	215	146	25
220i M Sport	£27545	215	149	26
228i M Sport	£28410	242	155	30
M235i	£34540	328	189	39
218d SE	£24415	141	119	20
218d Sport	£25415	141	119	20
218d M Sport	£26765	141	123	21
220d Sport	£27015	181	112	26
220d M Sport	£28365	181	115	27
<b>2 SERIES 2dr open</b> Doesn't quite replicate the coupe's verve, but still good	★★★★★			
220d M Sport	£31315	181	124	27
220d Sport	£29965	181	121	27
220i M Sport				

# NEW CARS A-Z

Make and Model	Price	Bhp	CO <sub>2</sub> g/km	Insurance group
335d xDrive Luxury	£43055	309	151	43
335d xDrive M Sport	£42855	309	151	43
335i Luxury	£39765	302	192	37
335i M Sport	£39565	302	192	37
320i Sport	£28870	181	150	30
320i Luxury	£31105	181	153	31
320i M Sport	£30905	181	153	31
328i Luxury	£34305	242	162	36
328i M Sport	£34105	242	162	36
316d ES	£27575	114	116	20
316d SE	£28425	114	116	20
316d Sport	£28725	114	116	20
318d SE	£29675	141	124	24
318d Sport	£29975	141	124	24
318d Luxury	£32175	141	127	25
318d M Sport	£31975	141	127	25
320d SE	£30775	181	125	31
320d Luxury	£33275	181	128	32
320d M Sport	£33075	181	128	32
320d xDrive M Sport	£32705	181	133	33
320d xDrive Luxury	£34905	181	133	33
320d xDrive M Sport	£34705	181	133	33
330d SE	£36105	255	135	38
330d Luxury	£38605	255	138	38
330d M Sport	£38405	255	138	38
330d xDrive M Sport	£40120	255	145	41
330d xDrive SE	£39920	255	145	41
<b>3 SERIES GT 5dr hatch</b> Hatchback practicality meets 3-Series talent. Duller but decent ★★★★★				
318d M Sport	£33525	241	122	25
318d SE	£32175	141	122	24
320i M Sport	£32155	181	155	31
320i SE	£29905	181	155	31
320i xDrive M Sport	£33405	181	165	33
320i xDrive SE	£33655	181	165	33
320i xDrive Sport	£31405	181	165	31
328i SE	£32405	181	165	31
328i SE	£33105	242	157	35
330d xDrive M Sport	£41470	258	144	41
320i Sport	£30905	181	155	31
320i Luxury	£31905	181	155	31
328i SE	£34105	242	157	36
328i SE	£35105	242	157	36
328i M Sport	£35355	242	157	36
335i SE	£40565	302	189	38
335i M Sport	£40815	302	189	38
318d Sport	£32275	141	122	24
318d SE	£32375	141	122	24
320d SE	£32375	181	130	30
320d Sport	£33375	181	130	30
320d M Sport	£34375	181	130	30
320d M Sport	£34625	181	130	30
325d SE	£34305	215	136	34
325d SE	£36305	215	136	34
325d M Sport	£36555	215	136	34
330d SE	£37705	258	137	41
330d SE	£39705	258	137	41
330d M Sport	£39955	258	137	41
330d xDrive SE	£39220	258	144	40
330d xDrive M Sport	£41220	258	144	40
335d xDrive M Sport	£44120	313	149	42
335d xDrive M Sport	£44370	313	149	42
<b>13 5dr hatch</b> Superb really, but price and not free from the usual electric car practicality issues ★★★★★				
13i EV	£30980	168	0	21
13i EV Range Extender	£34130	168	13	21
<b>4 SERIES 2dr coupé</b> More talented GT than brilliant B-road steer. Very comely though ★★★★★				
430d M Sport	£40945	255	134	40
420i SE	£30125	181	144	30
420i SE	£31625	181	146	30
420i SE	£32625	181	146	30
420i M Sport	£33125	181	146	30
420i xDrive SE	£31660	181	159	30
420i xDrive Sport	£33160	181	163	30
420i xDrive M Sport	£34160	181	163	31
420i xDrive M Sport	£34660	181	163	31
428i SE	£33520	242	154	33
428i SE	£35020	242	156	33
428i SE	£36020	242	156	33
428i SE	£36520	242	156	33
435i SE	£41870	302	188	36
435i M Sport	£42370	302	188	36
M4	£57055	425	204	42
420d SE	£32495	181	119	29
420d SE	£33995	181	119	29
420d SE	£34995	181	119	29
420d xDrive SE	£35495	181	119	30
420d xDrive SE	£35995	181	119	30
420d xDrive SE	£36495	181	119	30
420d xDrive SE	£36995	181	119	30
420d xDrive SE	£37495	181	119	30
420d xDrive SE	£37995	181	119	30
420d xDrive SE	£38495	181	119	30
420d xDrive SE	£38995	181	119	30
420d xDrive SE	£39495	181	119	30
420d xDrive SE	£39995	181	119	30
420d xDrive SE	£40495	181	119	30
420d xDrive SE	£40995	181	119	30
420d xDrive SE	£41495	181	119	30
420d xDrive SE	£41995	181	119	30
420d xDrive SE	£42495	181	119	30
420d xDrive SE	£42995	181	119	30
420d xDrive SE	£43495	181	119	30
420d xDrive SE	£43995	181	119	30
420d xDrive SE	£44495	181	119	30
420d xDrive SE	£44995	181	119	30
420d xDrive SE	£45495	181	119	30
420d xDrive SE	£45995	181	119	30
420d xDrive SE	£46495	181	119	30
420d xDrive SE	£46995	181	119	30
420d xDrive SE	£47495	181	119	30
420d xDrive SE	£47995	181	119	30
420d xDrive SE	£48495	181	119	30
420d xDrive SE	£48995	181	119	30
420d xDrive SE	£49495	181	119	30
420d xDrive SE	£49995	181	119	30
420d xDrive SE	£50495	181	119	30
420d xDrive SE	£50995	181	119	30
420d xDrive SE	£51495	181	119	30
420d xDrive SE	£51995	181	119	30
420d xDrive SE	£52495	181	119	30
420d xDrive SE	£52995	181	119	30
420d xDrive SE	£53495	181	119	30
420d xDrive SE	£53995	181	119	30
420d xDrive SE	£54495	181	119	30
420d xDrive SE	£54995	181	119	30
420d xDrive SE	£55495	181	119	30
420d xDrive SE	£55995	181	119	30
420d xDrive SE	£56495	181	119	30
420d xDrive SE	£56995	181	119	30
420d xDrive SE	£57495	181	119	30
420d xDrive SE	£57995	181	119	30
420d xDrive SE	£58495	181	119	30
420d xDrive SE	£58995	181	119	30
420d xDrive SE	£59495	181	119	30
420d xDrive SE	£59995	181	119	30
420d xDrive SE	£60495	181	119	30
420d xDrive SE	£60995	181	119	30
420d xDrive SE	£61495	181	119	30
420d xDrive SE	£61995	181	119	30
420d xDrive SE	£62495	181	119	30
420d xDrive SE	£62995	181	119	30
420d xDrive SE	£63495	181	119	30
420d xDrive SE	£63995	181	119	30
420d xDrive SE	£64495	181	119	30
420d xDrive SE	£64995	181	119	30
420d xDrive SE	£65495	181	119	30
420d xDrive SE	£65995	181	119	30
420d xDrive SE	£66495	181	119	30
420d xDrive SE	£66995	181	119	30
420d xDrive SE	£67495	181	119	30
420d xDrive SE	£67995	181	119	30
420d xDrive SE	£68495	181	119	30
420d xDrive SE	£68995	181	119	30
420d xDrive SE	£69495	181	119	30
420d xDrive SE	£69995	181	119	30
420d xDrive SE	£70495	181	119	30
420d xDrive SE	£70995	181	119	30
420d xDrive SE	£71495	181	119	30
420d xDrive SE	£71995	181	119	30
420d xDrive SE	£72495	181	119	30
420d xDrive SE	£72995	181	119	30
420d xDrive SE	£73495	181	119	30
420d xDrive SE	£73995	181	119	30
420d xDrive SE	£74495	181	119	30
420d xDrive SE	£74995	181	119	30
420d xDrive SE	£75495	181	119	30
420d xDrive SE	£75995	181	119	30
420d xDrive SE	£76495	181	119	30
420d xDrive SE	£76995	181	119	30
420d xDrive SE	£77495	181	119	30
420d xDrive SE	£77995	181	119	30
420d xDrive SE	£78495	181	119	30
420d xDrive SE	£78995	181	119	30
420d xDrive SE	£79495	181	119	30
420d xDrive SE	£79995	181	119	30
420d xDrive SE	£80495	181	119	30
420d xDrive SE	£80995	181	119	30
420d xDrive SE	£81495	181	119	30
420d xDrive SE	£81995	181	119	30
420d xDrive SE	£82495	181	119	30
420d xDrive SE	£82995	181	119	30
420d xDrive SE	£83495	181	119	30
420d xDrive SE	£83995	181	119	30
420d xDrive SE	£84495	181	119	30
420d xDrive SE	£84995	181	119	30
420d xDrive SE	£85495	181	119	30
420d xDrive SE	£85995	181	119	30
420d xDrive SE	£86495	181	119	30
420d xDrive SE	£86995	181	119	30
420d xDrive SE	£87495	181	119	30
420d xDrive SE	£87995	181	119	30
420d xDrive SE	£88495	181	119	30
420d xDrive SE	£88995	181	119	30
420d xDrive SE	£89495	181	119	30
420d xDrive SE	£89995	181	119	30
420d xDrive SE	£90495	181	119	30
420d xDrive SE	£90995	181	119	30
420d xDrive SE	£91495	181	119	30
420d xDrive SE	£91995	181	119	30
420d xDrive SE	£92495	181	119	30
420d xDrive SE	£92995	181	119	30
420d xDrive SE	£93495	181	119	30
420d xDrive SE	£93995	181	119	30
420d xDrive SE	£94495	181	119	30
420d xDrive SE	£94995	181	119	30
420d xDrive SE	£95495	181	119	30
420d xDrive SE	£95995	181	119	30
420d xDrive SE	£96495	181	119	30
420d xDrive SE	£96995	181	119	30
420d xDrive SE	£97495	181	119	30
420d xDrive SE	£97995	181	119	30
420d xDrive SE	£98495	181	119	30
420d xDrive SE	£98995	181	119	30
420d xDrive SE	£99495	181	119	30
420d xDrive SE	£99995	181	119	30
420d xDrive SE	£100495	181	119	30
420d xDrive SE	£100995	181	119	30
420d xDrive SE	£101495	181	119	30
420d xDrive SE	£101995	181	119	30
420d xDrive SE	£102495	181	119	30
420d xDrive SE	£102995	181	119	30
420d xDrive SE	£103495	181	119	30
420d xDrive SE	£103995	181	119	30
420d xDrive SE	£104495	181	119	30
420d xDrive SE	£104995	181	119	30
420d xDrive SE	£105495	181	119	30
420d xDrive SE	£105995	181	119	30
420d xDrive SE	£106495	181	119	30
420d xDrive SE	£106995	181	119	30
420d xDrive SE	£107495	181	119	30
420d xDrive SE	£107995	181	119	30
420d xDrive SE	£108495	181	119	30
420d xDrive SE	£108995	181	119	30
420d xDrive SE	£109495	181	119	30
420d xDrive SE	£109995	181	119	30
420d xDrive SE	£110495	181	119	30
420d xDrive SE	£110995	181	119	30
420d xDrive SE	£111495	181	119	30
420d xDrive SE	£111995	181	119	30
420d xDrive SE	£112495	181	119	30
420d xDrive SE	£112995	181	119	30
420d xDrive SE	£113495	181	119	30
420d xDrive SE	£113995	181	119	30
420d xDrive SE	£114495	181	119	30
420d xDrive SE	£114995	181	119	30
420d xDrive SE	£115495	181	119	30
4				

## AUTOCAR TOP FIVES

## Hardcore sports



**1 Porsche 911 GT3** From £100,000  
A singular achievement. The 911 hard-fired to a near-flawless finish. Too perfect? You'll struggle to care. ★★★★★



**2 Ferrari 458 Speciale** From £208,000  
Huge premium means it can't overcome the GT3, but that doesn't stand between it and greatness. Fabulous. ★★★★★



**3 Aston Martin V12 Vantage S** From £138,000  
The best Aston in a decade. All the cruiser's edges have been smartly smoothed away. What's left is plain magic. ★★★★★



**4 Lotus Exige S** From £53,000  
Only fantasy machines of a rare and expensive calibre are capable of seeing off the Lotus. It's that good. ★★★★★



**5 Nissan GT-R Nismo** From £125,000  
Nismo version takes the GT-R boldly into new realms of fantasy. Has to be driven to be believed. Still short on soul. ★★★★★

Make and Model	Price	Bhp	CO <sub>2</sub> g/km	Insurance group
1.6 e-HDi 90 ET66 VTR	£20850	91	98	15
1.6 e-HDi 90 ET66 VTR*	£22110	91	98	15
1.6 e-HDi 115 VTR*	£22210	113	105	19
1.6 e-HDi 115 Excl.	£23510	113	105	18
1.6 e-HDi 115 Excl.*	£25910	113	105	19
2.0 Blue HDi 150 Excl.	£24750	148	102	24
2.0 Blue HDi 150 Excl.*	£27110	148	105	25

## DACIA

**SANDERO 5dr hatch** A clever budget prospect. But its limitations are unavoidable. ★★★★★

0.9 TCe Ambiance	£7595	89	116	6
0.9 TCe Laureate	£8795	89	116	7
1.2 Access	£5995	74	135	2
1.2 Ambiance	£6795	74	135	2
1.2 Laureate	£7995	74	135	2
1.5 dCi Ambiance	£8595	89	99	8
1.5 dCi Laureate	£9795	89	99	10

## SANDERO STEPWAY 5dr hatch

More expensive - but still limited. ★★★★★

0.9 TCe Ambiance	£8395	89	125	-
0.9 TCe Laureate	£9995	89	125	-
1.5 dCi Ambiance	£9395	89	105	-
1.5 dCi Laureate	£10995	89	105	-

## LOGAN MCV 5dr estate

Lacks its stablemates' charm. Certainly retains the cheap. ★★★★★

0.9 Ambiance	£8595	89	116	9
0.9 Laureate	£9795	89	116	11
1.2 Access	£6995	74	135	4
1.2 Ambiance	£7795	74	135	4
1.2 Laureate	£8995	74	135	5
1.5 dCi Ambiance	£9595	84	99	11
1.5 dCi Laureate	£10795	84	99	12

## DUSTER 5dr 4x4

Cheap, but cheerfully robust. Surprisingly convincing presence. ★★★★★

1.6 16v 105 Access 2WD	£9495	103	165	6
1.6 16v 105 Access 4WD	£11495	103	185	5
1.5 dCi 110 Ambiance 2WD	£11995	106	130	10
1.5 dCi 110 Ambiance 4WD	£13995	107	135	10
1.5 dCi 110 Laureate 2WD	£13495	106	130	11
1.5 dCi 110 Laureate 4WD	£15495	107	135	10

## FERRARI

**F12 2dr coupé** Proper V12 Ferrari with serious exclusivity and appeal. ★★★★★

6.3 V12	£239352	730	350	50
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**FF 2dr coupé** Four-door Ferrari estate has appeal but lacks classic DNA. ★★★★★

6.3 V12	£220777	651	360	50
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## CALIFORNIA 2dr open

Sleek, comfortable and fast. Now with turbocharger. ★★★★★

4.3 V8	£152086	483	270	50
3.9 V8 T	£154490	552	250	50

## 458 2dr coupé

The complete supercar. Calm ride, explosive performance. ★★★★★

4.5 V8 Italia	£178461	570	307	50
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## 458 SPIDER 2dr open

The complete supercar. Minus roof, a world-class head turner. ★★★★★

4.5 V8	£198906	570	275	50
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## FIAT

**PANDA 5dr hatch** Cheap, practical and very nearly spot on. ★★★★★

0.9 TwinAir 85 4x4 Antartica	£14995	84	105	6
0.9 TwinAir 85 Trekking	£13075	84	105	6
1.3 MultiJet 75 4x4 Antartica	£15995	74	125	7
0.9 TwinAir 85 Easy	£11375	84	99	7
0.9 TwinAir 85 Lounge	£11875	84	99	7
0.9 TwinAir 85 4x4	£14575	84	114	7
1.2 Pop	£9375	68	120	3
1.2 Easy	£10175	68	120	3
1.2 Lounge	£10675	68	120	3
1.3 MultiJet 75 Pop	£11575	74	104	7
1.3 MultiJet 75 Easy	£12375	74	104	7
1.3 MultiJet 75 Lounge	£12875	74	104	7
1.3 MultiJet 75 Trekking	£14075	74	109	7
1.3 MultiJet 75 4x4	£15575	74	125	7

## 500 3dr hatch

Super desirable, cute city car. Pleasant, if not involving, to drive. ★★★★★

0.9 TwinAir 105 60	£15550	103	92	10
0.9 TwinAir 105 Lounge	£14220	103	92	10
0.9 TwinAir 105 S	£14370	103	92	10
0.9 TwinAir 85 60	£15070	84	99	10
1.2 Colour Therapy	£11220	68	113	9
1.2 60	£13670	68	113	9
1.3 MultiJet 60	£16070	94	97	14
0.9 TwinAir 85 Lounge	£13740	84	92	10
0.9 TwinAir 85 S	£13890	84	92	12
0.9 TwinAir 85 Colour Therapy	£12420	84	99	10
0.9 TwinAir Cult	£14890	84	99	10

0.9 TwinAir 105 Cult	£15370	103	92	10
1.2 Pop	£10690	68	113	5
1.2 Lounge	£12440	68	113	6
1.2 S	£12590	68	113	9
1.2 Cult	£13590	68	113	9
1.4 T-Jet Abarth	£14255	133	155	26
1.3 MultiJet Lounge	£14840	94	97	15
1.3 MultiJet S	£14990	94	97	14
1.3 MultiJet Cult	£15990	94	97	14

## 500 CONVERTIBLE 2dr open

Super desirable, cute city car. Cab a better drive than hatch. ★★★★★

0.9 TwinAir 105 60	£18170	103	92	15
0.9 TwinAir 105 Lounge S-S	£16870	103	92	15
0.9 TwinAir 105 S	£17020	84	92	15
0.9 TwinAir 85 Colour Therapy	£14970	84	92	15
0.9 TwinAir 85 S	£16540	84	92	15
0.9 TwinAir 85 Lounge S-S	£13770	68	113	10
1.2 Colour Therapy	£16490	68	113	10
1.2 60	£15240	68	113	10
1.3 MultiJet 60	£18890	94	97	18
1.3 MultiJet S	£17640	94	97	18
1.4 16v Turbo T-Jet Abarth	£16005	133	155	27
0.9 TwinAir 85 Lounge S-S	£16390	84	92	15
0.9 TwinAir 85 Cult	£17540	84	92	15
0.9 TwinAir 105 Cult	£18020	103	92	15
1.2 Pop S-S	£13690	68	113	9
1.2 Lounge S-S	£15090	68	113	10
1.2 Cult	£16240	68	113	10
1.3 MultiJet Lounge	£17490	94	97	18
1.3 MultiJet Cult	£18640	94	97	18

## 500L 5dr mpv

A costly option, but has the style to fill out some of its missing substance. ★★★★★

1.4 95 Pop	£13390	94	145	10
0.9 TwinAir Pop Star	£16690	103	112	11
0.9 TwinAir Lounge	£18090	103	112	11
0.9 TwinAir Trekking	£18790	103	119	11
1.4 95 Pop Star	£15550	94	145	10
1.4 95 Lounge	£16950	94	145	10
1.4 95 Trekking	£17650	94	149	8
1.4 120 Pop Star	£17195	118	159	10
1.4 120 Lounge	£18595	118	159	10
1.4 120 Trekking	£19295	118	159	10
1.3 MultiJet 85 Pop Star	£17040	83	110	8
1.3 MultiJet 85 Lounge	£18440	83	110	9
1.3 MultiJet 85 Trekking	£19140	83	114	7
1.6 MultiJet 105 Pop Star	£18040	103	117	17
1.6 MultiJet 105 Lounge	£19440	103	117	18
1.6 MultiJet 105 Trekking	£20140	103	122	15
1.6 MultiJet 120 Pop Star	£18540	118	120	17
1.6 MultiJet 120 Lounge	£19940	118	120	17
1.6 MultiJet 120 Trekking	£20640	118	120	17

## 500L MPV 5dr mpv

As above but with seven seats, flexibility in its more expensive format. ★★★★★

1.6 MultiJet 120 Lounge 7st	£21380	118	117	17
1.6 MultiJet 120 Pop Star 7st	£19880	118	117	17
0.9 TwinAir 105 Pop Star 7st	£17330	103	112	11
0.9 TwinAir 105 Lounge 7st	£18830	103	112	11
1.4 95 Pop Star 5st	£15840	94	145	9
1.4 95 Lounge 5st	£17340	94	145	9
1.3 MultiJet 85 Pop Star 7st	£18380	83	110	8
1.3 MultiJet 85 Lounge 7st	£19880	83	110	9
1.6 MultiJet 105 Pop Star 7st	£19380	103	117	17
1.6 MultiJet 105 Lounge 7st	£20880	103	117	17

## 500X 5dr hatch

Familiar styling works rather well as a crossover. Drives okay, too. ★★★★★

1.4 MultiAir 140 Pop Star	£17595	138	139	-
1.4 MultiAir 140 Lounge	£19345	138	-	-
1.4 MultiAir 140 Cross	£18595	138	-	-
1.4 MultiAir 140 Cross Plus	£20345	138	-	-
1.3 MultiJet 95 Pop Star	£18095	94	109	-
1.6 MultiJet 120 Pop Star	£19095	118	-	-
1.6 MultiJet 120 Lounge	£20845	118	-	-
1.6 MultiJet 120 Cross	£20095	118	-	-
1.6 MultiJet 120 Cross Plus	£21845	118	-	-
2.0 MultiJet 140 Cross AWD	£24095	118	147	-
2.0 MultiJet 140 Cross Plus AWD	£25845	118	147	-

## PUNTO 3dr hatch

MultiAir tech improves appeal and economy. Still heavily dated though. ★★★★★

1.2 8v Easy	£11275	68	126	6
1.2 8v GBT	£11775	68	126	6
1.2 8v Pop	£10175	68	126	6
1.3 85 MultiJet Easy	£13775	85	90	13
1.4 8v Easy	£11685	76	132	8
1.4 8v GBT	£12185	76	132	8
1.3 85 MultiJet GBT	£14275	85	90	13

## PUNTO 5dr hatch

MultiAir tech improves appeal and economy. Still heavily dated though. ★★★★★

1.2 8v Easy	£11875	68	126	6
1.2 8v GBT	£12375	68	126	6
1.2 8v Pop	£10775	68	126	6

1.4 8v Easy	£12285	76	132	8
1.4 8v GBT	£12785	76	132	8
1.3 85 MultiJet Easy	£14375	85	90	13
1.3 85 MultiJet GBT	£14875	85	90	13

## FORD

**KA 3dr hatch** An agile drive and energetic petrol engine. Wooden ride. ★★★★★

1.2 Grand Prix III	£11445	68	115	5
1.2 Studio Connect	£9445	68	115	3
1.2 Studio	£8995	68	115	3
1.2 Edge	£9945	68	115	3
1.2 Zetec	£10695	68	115	3
1.2 Titanium	£11995	68	115	3
1.2 Metal	£11445	68	115	5

## B-MAX 5dr mpv

Fiesta dynamics and sliding door access make the B-Max a cut above. ★★★★★

1.0 EcoBoost 100 Zetec	£15495	99	119	9
1.0 EcoBoost 100 Titanium	£16695	99	119	10
1.0 EcoBoost 125 Zetec S-S	£16095	118	99	13
1.0 EcoBoost 125 Titanium S-S	£17295	118	99	13
1.0 EcoBoost 125 Titanium X	£18495	118	99	13
1.4 90 Studio	£13095	89	139	7
1.4 90 Zetec	£14895	89	139	8
1.6 105 Zetec Powershift	£16595	103	149	10
1.6 105 Zetec Powershift	£17795	103	149	11
1.5 TDCi 75 Zetec	£16295	74	109	8
1.6 TDCi 95 Zetec	£16795	94	104	10
1.6 TDCi 95 Titanium	£17995	94	104	11

## FIESTA 3dr hatch

Stylish and wonderfully engaging. The best supermini. ★★★★★

1.0 100 EcoBoost Zetec S-S	£14195	99	99	11
1.0 100 EcoBoost Titanium S-S	£15195	99	99	11
1.0 100 EcoBoost Titanium X S-S	£16445	99	99	11
1.0 125 EcoBoost Titanium S-S	£15695	123	99	15
1.0 125 EcoBoost Titanium X S-S	£16945	123	99	15
1.0 125 EcoBoost Zetec S-S	£15945	123	99	15
2.5 25 60 Studio	£10145	59	120	3
2.5 25 60 Style	£11895	59	120	4
2.5 82 Style	£12395	80	120	7
2.5 82 Zetec	£13195	80	120	7
1.6 105 Titanium Powershift	£16045	103	138	12
1.6 180 EcoBoost ST	£17545	180	138	30
1.6 180 EcoBoost ST2	£18545	180	138	30
1.6 180 EcoBoost ST3	£19545	180	138	30
1.5 TDCI 75 Style	£13995	74	98	8
1.5 TDCI 75 Zetec	£14795	74	98	9
1.5 TDCI 75 Titanium	£15795	74	98	9
1.6 TDCI 95 Style EcoNetic S-S	£14945	94	87	11
1.6 TDCI 95 Zetec EcoNetic S-S	£15495	94	87	12
1.6 TDCI 95 Zetec S	£16145	94	95	12
1.6 TDCI 95 Titanium EcoNetic	£16495	94	87	12
1.6 TDCI 95 Titanium X	£17295	94	95	13

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Make and Model	Price	Bhp	CO <sub>2</sub> g/km	Insurance group
<b>KUGA</b> 5dr 4x4 Bigger Kuga has taken a stylistic step backwards, but the strengths remain ★★★★★	£32045	177	135	22
2.0 TDCi 180 Titanium X Sport	£23000	148	143	20
1.5T 150 EcoBoost Zetec X	£22645	148	143	20
1.5T 150 EcoBoost Titanium X	£25395	148	143	20
1.5T 150 Titanium X Sport	£28345	148	143	20
1.5T 182 EcoBoost Zetec AWD	£25160	180	171	21
1.5T 182 EcoBoost Titanium AWD	£26795	180	171	21
1.5T 182 EcoBoost Titanium X AWD	£29545	180	171	21
1.5T 182 Ebst Titanium X Sport	£32495	180	171	21
2.0 TDCi 150 Zetec 2WD	£22695	148	122	20
2.0 TDCi 150 Titanium 2WD	£24345	148	122	20
2.0 TDCi 150 Titanium X 2WD	£27095	148	122	20
2.0 TDCi 150 Titanium X Sport	£30045	148	122	20
2.0 TDCi 150 Zetec AWD	£24195	148	135	20
2.0 TDCi 180 Titanium AWD	£26345	177	135	22
2.0 TDCi 180 Titanium X AWD	£29095	177	135	22
<b>C-MAX</b> 5dr mpv As fun to drive as it is easy to live with ★★★★★	£18695	99	117	10
1.0T 100 EcoBoost Zetec S-S	£19195	123	117	10
1.0T 125 EcoBoost Zetec S-S	£20195	123	117	10
1.0T 100 EcoBoost Titanium S-S	£22695	123	117	10
1.0T 125 EcoBoost Titanium S-S	£22695	123	117	10
1.0T 125 EcoBoost Titanium X S-S	£22695	123	117	10
1.6T 105 Zetec	£17655	103	149	11
1.6T 150 EcoBoost Titanium S-S	£20855	148	144	19
1.6T 182 EcoBoost Titanium S-S	£23605	180	144	22
1.6 TDCi 115 Zetec	£19150	114	117	16
1.6 TDCi 115 Titanium	£20650	114	117	16
1.6 TDCi 115 Titanium X	£22650	114	117	16
<b>2.0 TDCi 140 Titanium</b>	£21725	138	129	20
2.0 TDCi 163 Titanium X	£24225	161	129	22
<b>GRAND C-MAX</b> 5dr mpv Fun and practical small seven seater ★★★★★	£20295	99	119	10
1.0T 100 EcoBoost Zetec S-S	£20795	123	119	10
1.0T 125 EcoBoost Zetec S-S	£21795	123	119	10
1.0T 100 EcoBoost Titanium S-S	£22295	123	119	10
1.0T 125 EcoBoost Titanium S-S	£22295	123	119	10
1.0T 125 EcoBoost Titanium X S-S	£22295	123	119	10
1.6T 150 EcoBoost Titanium S-S	£22250	148	149	19
1.6T 182 EcoBoost Titanium S-S	£24950	180	149	22
1.6 TDCi 115 Zetec	£20745	114	124	16
1.6 TDCi 115 Titanium	£22045	114	124	16
1.6 TDCi 115 Titanium X	£24045	114	124	16
2.0 TDCi 140 Titanium	£23250	138	134	20
2.0 TDCi 163 Titanium X	£25500	161	134	22
<b>S-MAX</b> 5dr mpv Proof that MPVs need not be boring or ungainly. Still the benchmark ★★★★★	£23310	158	159	18
1.6T 160 EcoBoost Zetec S-S	£25060	158	159	19
2.0 TDCi EcoBoost Titanium auto	£26735	200	189	22
2.0 240 Tlt. X Sp. Au	£31485	237	194	27
1.6 TDCi 115 Zetec S-S	£24110	114	139	17
1.6 TDCi 115 Eco Tium S-S	£25860	114	139	17
2.0 TDCi 140 Zetec	£24295	138	139	17
2.0 TDCi 140 Titanium	£26045	138	139	17
2.0 TDCi 163 Titanium	£26645	161	139	19
2.0 TDCi 163 Tlt. X Sp.	£30395	161	139	21
2.2 TDCi 200 Titanium	£27870	197	174	26
2.2 TDCi 200 Tlt. X Sp.	£31620	197	174	26
<b>GALAXY</b> 5dr mpv Huge seven-seat MPV. Easy to place on the road. Not cheap ★★★★★	£32875	197	179	27
2.2 TDCi 200 Titanium X	£25670	158	167	18
1.6 TDCi Eco Tium S-S	£25750	158	167	18
1.6 TDCi Eco Tium S-S	£30070	158	167	18
2.0 TDCi EcoBoost Titanium auto	£29235	200	189	22
2.0 TDCi EcoBoost Tltan X auto	£31735	200	189	25
1.6 TDCi 115 Zetec S-S	£24160	114	139	17
1.6 TDCi 115 Eco Tium S-S	£28360	114	139	17
2.0 TDCi 140 Zetec	£26645	138	139	17
2.0 TDCi 140 Titanium	£28545	138	139	20
2.0 TDCi 140 Titanium X	£31045	138	139	21
2.0 TDCi 163 Titanium	£29145	161	139	21
2.0 TDCi 163 Titanium X	£31645	161	139	23
2.2 TDCi 200 Titanium	£30375	197	179	26
GINETTA				
<b>G40</b> 2dr coupé Road-legal race car with stripped-out charm to spare ★★★★★	£29950	175	181	-
HONDA				
<b>JAZZ</b> 5dr hatch Great packaging makes this a versatile, if not thrilling supermini ★★★★★	£13395	89	123	14
1.2 i-VTEC SE	£14390	89	123	14
1.4 i-VTEC ES Plus	£14895	99	129	19
1.4 i-VTEC ES Plus-T	£15890	99	129	19
1.4 i-VTEC Si-T	£15990	99	129	19
1.2 i-VTEC S	£11695	89	123	13
1.2 i-VTEC S A-C	£12545	89	123	13
1.2 i-VTEC S-T	£12690	89	123	13
1.2 i-VTEC S-T A-C	£13540	89	123	13
1.3 iMA Hybrid HE	£17150	97	104	16
1.3 iMA Hybrid HE-T	£18145	97	104	16
1.3 iMA Hybrid HS	£17650	97	104	16
1.3 iMA Hybrid HS-T	£18645	97	104	16
1.3 iMA Hybrid HX	£19250	97	104	16
1.3 iMA Hybrid HX-T	£20245	97	104	16
1.4 i-VTEC EX	£15995	99	129	16
1.4 i-VTEC EXL	£17195	99	129	16
1.4 i-VTEC EX-T	£16990	99	129	16
1.4 i-VTEC EXL-T	£18190	99	129	16
1.4 i-VTEC Si	£14995	99	129	16
<b>CIVIC</b> 5dr hatch A real contender, but the lack of rear legroom is a hindrance ★★★★★	£15975	99	129	5
1.4 i-VTEC S-Nav	£16815	99	129	5
1.6 i-DTEC EX Plus	£25140	118	98	16
1.6 i-DTEC S	£18755	118	94	15
1.6 i-DTEC SE Plus	£20570	118	94	15
1.6 i-DTEC SE Plus-Nav	£21180	118	94	15
1.6 i-DTEC S-Nav	£19365	118	94	15
1.6 i-DTEC SR	£23140	118	94	15
1.8 i-VTEC EX Plus	£23935	99	145	15
1.8 i-VTEC S	£17635	140	137	13
1.8 i-VTEC SE Plus	£19565	99	145	14
1.8 i-VTEC SE Plus-Nav	£20175	99	145	14
1.8 i-VTEC S-Nav	£18245	140	137	14
1.8 i-VTEC SR	£22135	99	145	14
1.8 i-VTEC Sport				
1.8 i-VTEC Sport-Nav	£20225	99	145	14
1.6 i-DTEC Sport	£20820	118	98	15
1.6 i-DTEC Sport-Nav	£21430	118	98	15
<b>CIVIC TOURER</b> 5dr estate Versatile, comfortable and frugal, only price marks its corecort ★★★★★	£26140	118	103	16
1.6 i-DTEC EX	£19755	118	99	15
1.6 i-DTEC EX Plus	£22150	118	99	15
1.6 i-DTEC SE Plus-Nav	£22180	118	99	15
1.6 i-DTEC S-Nav	£20365	118	99	15
1.6 i-DTEC SR	£24340	118	103	16
1.8 i-VTEC EX Plus	£24935	140	149	15
1.8 i-VTEC S	£18650	140	146	13
1.8 i-VTEC SE Plus	£20565	140	149	14
1.8 i-VTEC SE Plus-Nav	£21175	140	149	14
1.8 i-VTEC S-Nav	£19260	140	146	14
1.8 i-VTEC SR	£23135	140	149	14
<b>ACCORD</b> 4dr saloon Comfortable interior. Fiddly dash and forgettable drive ★★★★★	£23200	154	159	23
2.0 i-VTEC ES	£24120	154	159	24
2.0 i-VTEC ES GT	£25320	154	159	24
2.0 i-VTEC ES GT Nav	£26580	154	162	24
2.0 i-VTEC EX	£27890	198	199	26
2.4 i-VTEC EX	£30290	198	199	27
2.4 i-VTEC EX ADAS	£25400	148	138	24
2.2 i-DTEC 150 ES	£26320	148	138	24
2.2 i-DTEC 150 ES GT	£27520	148	138	24
2.2 i-DTEC 150 ES GT Nav	£28795	148	141	25
2.2 i-DTEC 150 EX	£31195	148	141	26
2.2 i-DTEC 150 EX ADAS	£31435	177	147	28
2.2 i-DTEC 180 Type S	£33685	177	147	29
<b>ACCORD TOURER</b> 5dr estate As above but more desirable and useful ★★★★★	£24680	154	163	23
2.0 i-VTEC ES	£25655	154	163	24
2.0 i-VTEC ES GT	£26855	154	163	24
2.0 i-VTEC ES GT Nav	£29550	198	201	26
2.4 i-VTEC EX	£31950	198	201	27
2.4 i-VTEC EX ADAS	£26895	148	143	24
2.2 i-DTEC 150 ES	£27870	148	143	24
2.2 i-DTEC 150 ES GT	£29070	148	143	24
2.2 i-DTEC 150 ES GT Nav	£30330	148	146	25
2.2 i-DTEC 150 EX	£32730	148	146	26
2.2 i-DTEC 150 EX ADAS	£32925	177	150	28
2.2 i-DTEC 180 Type S	£35175	177	150	29
<b>HR-V</b> 5dr hatch Cleverly packaged and comfortable crossover. Bland performance though ★★★★★	£23195	128	-	-
1.5 i-VTEC EX	£17995	128	-	-
1.5 i-VTEC S	£19745	128	-	-
1.5 i-VTEC SE	£20355	128	-	-
1.6 i-DTEC S	£19745	118	-	-
1.6 i-DTEC SE	£21495	118	-	-
1.6 i-DTEC SE Navi	£22105	118	-	-
1.6 i-DTEC EX	£24945	118	-	-
<b>CR-V</b> 5dr 4x4 The CR-V soldier on. But it's hemmed in by cleverer competition ★★★★★	£26740	118	115	22
1.6 i-DTEC 120 SE-Nav 2WD	£24300	118	115	23
1.6 i-DTEC 120 SR 2WD	£28495	118	119	23
2.0 i-VTEC S 2WD	£22345	154	168	22
2.0 i-VTEC S-Nav 2WD	£23245	154	168	22
2.0 i-VTEC SE 2WD	£24515	154	168	22
2.0 i-VTEC SE-Nav 2WD	£25685	154	168	22
2.0 i-VTEC SE	£25615	154	173	22
2.0 i-VTEC SE-Nav	£26785	154	173	22
2.0 i-VTEC SR	£28595	154	177	23
2.0 i-VTEC EX	£30440	154	177	23
1.6 i-DTEC 120 S 2WD	£23400	118	115	22
1.6 i-DTEC 120 SE 2WD	£25570	118	115	22
1.6 i-DTEC 160 SE	£27570	158	129	26
1.6 i-DTEC 160 SE-Nav	£28740	158	129	26
1.6 i-DTEC 160 SR	£30625	158	133	27
1.6 i-DTEC 160 EX	£32470	158	133	27
HYUNDAI				
<b>i10</b> 5dr hatch Second gen i10 still close to the best. Mature drive, spacious cabin, low price ★★★★★	£8705	65	108	1
1.0 S Air	£9370	65	108	1
1.0 SE	£9770	65	108	1
1.0 SE Blue Drive	£10020	65	98	1
1.0 Premium	£10470	65	108	1
1.2 SE	£10270	86	114	4
1.2 Premium	£10970	86	114	4
<b>i20</b> 5dr hatch Very good value hatch. Fun as by-product, practicality mostly spot on ★★★★★	£10695	76	112	5
1.2 75 S	£11445	76	112	5
1.2 75 S Air	£12725	84	119	6
1.2 84 SE	£13725	84	119	6
1.2 84 Premium	£14725	84	119	6
1.4 100 SE	£13325	98	127	10
1.4 100 Premium	£14325	98	127	10
1.4 100 Premium SE	£15325	98	127	10
1.1 CRDi 75 S Blue	£12445	74	84	6
1.1 CRDi 75 SE	£14225	74	103	6
1.4 CRDi 90 SE	£14725	89	106	11
1.4 CRDi 90 Premium	£15725	89	106	12
1.4 CRDi 90 Premium SE	£16725	89	106	12
<b>i30</b> 5dr hatch As good as we come to expect, but not one inch better ★★★★★	£15195	98	138	7
1.4 100 SE	£16495	98	138	7
1.6 120 SE auto	£17895	118	158	9
1.6 120 Premium	£20295	118	145	9
1.6 CRDi 110 Blue Drive S	£17195	109	94	11
1.6 CRDi 110 Blue Drive SE	£18495	109	94	11
1.6 CRDi 136 Blue Drive Premium	£22295	134	102	11
<b>i30 TOURER</b> 5dr estate As good as we come to expect, but not one inch better ★★★★★	£16895	118	145	9
1.6 120 SE	£18195	118	145	9
1.6 CRDi 110 Blue Drive S	£18295	109	94	11
1.6 CRDi 136 Blue Drive SE	£19595	134	102	11
<b>i40</b> 4dr saloon Useful, inoffensive and well-priced. No fireworks here ★★★★★	£23485	114	113	13
1.7 CRDi 115 B'Drive Premium	£22105	114	113	13
1.7 CRDi 115 B'Drive Style	£19105	114	113	12
1.7 CRDi 115 B'Drive Active	£19105	114	113	12
1.7 CRDi 136 B'Drive Active	£19905	134	119	16
1.7 CRDi 136 B'Drive Style				
1.7 CRDi 136 B'Drive Premium	£22005	134	119	16
<b>i40 TOURER</b> 5dr estate Useful, inoffensive and well-priced. No fireworks here ★★★★★	£22455	114	113	13
1.7 CRDi 115 B'Drive Style	£20355	114	113	12
1.7 CRDi 136 B'Drive Active	£21155	134	119	16
1.7 CRDi 136 B'Drive Style	£23255	134	119	16
1.7 CRDi 136 B'Drive Premium	£25655	134	119	17
<b>iX20</b> 5dr hatch Usable high-roofed hatch, but short on flair ★★★★★	£15385	114	117	13
1.6 CRDi 115 Active Blue Drive	£1633			



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## A silver Smart car is shown from a front-three-quarter view, parked on a paved road. The car's front bumper and lower grille area are covered in a black and white camouflage pattern. The background consists of a dense forest with green and yellow foliage, suggesting an autumn setting. The car is a two-door model with black wheels.

## Winter 2015

## SUMMER

## AUTUMN/WINTER

2016

A silver McLaren 12C sports car is shown from a side profile. The car is a two-seater convertible with a sleek, aerodynamic design. It features large, black, multi-spoke wheels with orange brake calipers. The car is positioned on a white background.

Swelling McLaren's Sports Series range will be an open-top variant of the 570S, which will receive a folding hard-top roof. It will keep the twin-turbo 3.8-litre engine from the coupé and should come with the same 562bhp and 443lb ft. Despite a slightly increased weight, expected to be around 1350kg, it will be capable of matching the coupé to 62mph. **Price** £165,000 (est)

\$65 AMG L	£179995	621	279	50
Maybach S600	£165700	501	274	50
\$300 Bluetec Hybrid L AMG Line	£72260	204	120	49
\$350 Bluetec AMG Line	£67940	254	151	50
\$350 Bluetec L SE Line	£66910	254	148	50
\$350 Bluetec L AMG Line	£70940	254	154	50
<b>CLS 4dr saloon</b> Saloon-like practicality, coupe-like rewards		★★★★☆		
400 AMG S	£55855	328	170	50
63 AMG S	£86510	577	231	50

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Make and Model	Price	Bhp	CO <sub>2</sub> /km	Insurance group
220 BlueTec AMG Line	£46500	175	129 44	
350 BlueTec AMG Line	£49950	254	- 46	
<b>CLS 5dr shooting brake</b> Saloon-like practicality, coupe-like rewards	★★★★★			
63 AMG S	£87010	571	231	
220 BlueTec AMG Line	£48080	175	129 44	
350 BlueTec AMG Line	£51400	254	162 47	
<b>GLA 5dr 4x4</b> Not the most practical crossover, but good looking and very decent to drive	★★★★★			
GLA250 AMG Line 4Matic	£31295	208	154 34	
GLA45 AMG 4MATIC	£44600	354	175 -	
GLA200 CDI Sport	£26265	134	119 25	
GLA200 CDI Sport 4Matic	£29215	134	119 25	
GLA200 CDI AMG Line	£27210	134	119 25	
GLA200 CDI 4Matic AMG Line	£30215	134	119 25	
GLA220 CDI Sport 4Matic	£30645	168	129 28	
GLA220 CDI AMG Line 4Matic	£31645	168	129 28	
<b>G-CLASS 5dr 4x4</b> Massively expensive and compromised, but with character to spare	★★★★★			
G350 BlueTEC	£86445	208	295 -	
G63 AMG	£129665	537	322 -	
<b>GLC-CLASS 5dr 4x4</b> Decent on road and off despite its size. Nice cabin, too	★★★★★			
GLC250 BlueTEC AMG Sport	£60755	261	209 49	
GLC63 AMG	£93360	549	288 50	
<b>SLK 2dr open</b> Enthusiastic, neat handling and brisk all-weather roadster	★★★★★			
200 CGI BlueEFF Sport	£34750	181	158 41	
250 CGI BlueEFF Sport	£38710	201	169 44	
350 CGI BlueEFF Sport	£44610	302	167 45	
SLK55 AMG	£55530	416	195 47	
SLK250 CDI	£33150	201	132 42	
SLK250 CDI AMG Sport	£37150	201	132 42	
<b>SL 2dr open</b> Big, luxurious and classier than a royal stud farm. Merc at its best.	★★★★★			
SL400 AMG Sport	£72505	329	178 50	
SL500 AMG Sport	£81920	429	212 50	
SL63 AMG	£112520	557	231 50	
SL65 AMG	£170825	621	270 50	
<b>AMG GT 2dr coupé</b> Clever and handsome replacement for the SLS. Different, but very good	★★★★★			
4.0 V8	£97200	456	216 50	
4.0 V8 S	£110500	503	219 50	
<b>CL 2dr coupé</b> Comfortable big coupe. More GT than sports car	★★★★★			
CL500	£99545	429	227 50	
CL63 AMG	£118885	536	244 50	
CL65 AMG	£164840	621	334 50	
<b>M-CLASS 5dr 4x4</b> Roomy, quiet and well-appointed. A proper Merc SUV	★★★★★			
ML350 BlueTEC SE Exec	£51340	254	189 45	
ML63 AMG	£87005	536	276 50	
ML250 BlueTEC SE Exec	£48190	201	165 38	
<b>ML250 BlueTEC AMG Line</b>	£50850	201	165 38	
ML350 BlueTEC AMG Line	£54000	254	189 45	
<b>V-CLASS 5dr mpv</b> Expensively appointed mini bus. With matching price tag	★★★★★			
V220 SE	£41845	161	149 -	
V220 Sport	£44340	161	149 -	
V220 Extra Long SE	£43380	161	149 -	
V220 Extra Long Sport	£45875	161	149 -	
V250 SE	£43520	161	157 -	
V250 Sport	£46015	161	157 -	
V250 Extra Long SE	£45055	161	157 -	
V250 Extra Long Sport	£47550	161	157 -	
<b>MG</b>				
<b>MG3 5dr hatch</b> Neatly tuned and nicely styled supermini. Flaws covered up by price	★★★★★			
1.5 3Tie	£8399	105	136 4	
1.5 3Form	£9299	105	136 4	
1.5 3Form Sport	£9549	105	136 4	
1.5 3Style	£9999	105	136 4	
<b>MG6 4dr saloon</b> Good dynamics and space. Poor finish and running costs	★★★★★			
1.8T Magnetite TSE	£19955	158	174 14	
1.9 DTI Magnetite TSE	£21195	148	129 14	
<b>MG6 5dr hatch</b> Good dynamics and space. Poor finish and running costs	★★★★★			
1.8 TCI GT SE	£15455	158	174 13	
1.8 TCI GT SE	£16955	158	174 14	
<b>1.8 TCI GT SE</b>	£18955	158	174 14	
1.9 DTI GT SE	£16995	148	129 13	
1.9 DTI GT SE	£18195	148	129 14	
1.9 DTI GT TSE	£20195	148	129 14	
<b>MINI</b>				
<b>HATCH 3dr hatch</b> Has matured very satisfyingly into its larger footprint. A real contender	★★★★★			
1.2 One	£13955	102	108 12	
1.5 Cooper	£15505	134	105 18	
2.0 S Cooper	£18840	189	133 26	
1.5 D One	£15075	114	89 11	
1.6 D Cooper	£16635	114	92 15	
2.0 SD Cooper	£19655	168	106 23	
<b>HATCH 5dr hatch</b> Additional door hardly adds charm. Bottom line embellished nevertheless	★★★★★			
1.2 One	£14565	102	112 12	
1.5 Cooper	£16105	134	109 18	
2.0 S Cooper	£19440	189	136 26	
1.5 D One	£15675	94	92 11	
1.5 D Cooper	£17235	114	95 15	
2.0 SD Cooper	£20255	168	109 23	
<b>PACEMAN 3dr coupé</b> Two-door dreamer's Mini too far for us. Tough to like	★★★★★			
1.6 Cooper	£19115	121	137 16	
1.6T Cooper S	£22485	181	139 30	
1.6T Cooper S ALL4	£23720	181	148 29	
1.6T John Cooper Works	£29575	208	165 35	
1.6T Cooper D ALL4	£21645	110	123 14	
1.6D Cooper D	£20375	110	111 15	
2.0 Cooper SD	£23235	141	119 20	
2.0D Cooper SD ALL4	£24535	141	126 19	
<b>COUNTRYMAN 5dr 4x4</b> Big, but still more fun than a school	★★★★★			
1.6 One 2WD	£17105	97	134 12	
1.6 Cooper 2WD	£18625	120	137 16	
1.6T Cooper S 2WD	£22005	181	139 30	
1.6T Cooper S ALL4 4WD	£23240	181	148 29	
1.6T JCW	£28895	215	165 33	
1.6D One 2WD	£18135	89	111 13	
1.6D Cooper 2WD	£19885	110	111 18	
1.6D Cooper ALL4 4WD	£21165	110	123 16	
2.0D Cooper SD	£22755	141	119 20	
2.0D Cooper SD ALL4 4WD	£24055	141	126 20	
<b>MITSUBISHI</b>				
<b>I 5dr hatch</b> Electric city transport. Fun, quirky but ludicrously expensive	★★★★★			
MIEV Keiko	£28554	63	0 27	
<b>MIRAGE 5dr hatch</b> Straightforward hatchback. Not for the likes of us	★★★★★			
1.0 70 MIVEC 1	£9054	70	96 15	
1.2 79 MIVEC 2	£11054	79	96 18	
1.2 79 MIVEC 3	£12054	79	100 18	
<b>ASX 5dr hatch</b> Engine sets a new standard, but otherwise unexceptional	★★★★★			
1.6 2 ZWD	£15184	115	137 13	
1.6 2 ZWD	£17435	115	137 13	
1.8 DIO 3 ZWD	£19435	114	136 19	
1.8 DIO 4 ZWD	£23434	114	136 19	
2.2 DIO 4 ZWD auto	£24884	148	153 19	
<b>SHOGUN 5dr 4x4</b> Has its appeal. Needs more chassis finesse, but still charming	★★★★★			
3.2 D Di-C SG2	£29544	197	213 32	
3.2 D Di-C SG3 auto	£34744	197	224 34	
3.2 D Di-C SG4 auto	£37744	197	224 34	
<b>OUTLANDER 5dr 4x4</b> Practical and efficient, although very ordinary inside	★★★★★			
2.0 PHEV GX3h	£33304	200	44 26	
2.0 PHEV GX4h	£37954	200	44 27	
2.0 PHEV GX4hS	£40054	200	44 28	
2.0 PHEV GX5h	£42954	200	44 28	
2.0 PHEV GX5hS	£45054	200	44 28	
2.2 DIO G2 4WD	£23984	148	138 22	
2.2 DIO G3 4WD	£26784	148	140 23	
2.2 DIO G4 4WD	£30684	148	140 24	
2.2 DIO G4S 4WD Au	£34234	148	153 22	
<b>MORGAN</b>				
<b>3 WHEELER 5dr open</b> Eccentric, uniquely English and not a little special	★★★★★			
1.9 115 Sport	£31140	115	215 -	
1.9 115 Bespoke	£34000	115	-	
1.9 115 Supertour	£34995	115	-	
<b>AERO SUPERSPORTS 2dr open</b> Has pace and kerbside status, but pricey	★★★★★			
4.8 V8	£126900	390	269 -	
<b>4-4 2dr open</b> Has its appeal, but not so rewarding to drive	★★★★★			
1.6	£31500	110	-	
<b>PLUS 4 2dr open</b> Has its appeal. Needs more chassis finesse, but still charming	★★★★★			
2.0 2 Seater	£33400	145	172 -	
2.0 4 Seater	£40200	145	172 -	
<b>ROADSTER 2dr open</b> More advanced, but pricey and needs better brakes	★★★★★			
3.7 V6 4 Seater	£51000	280	-	
3.7 V6	£45900	280	-	
<b>PLUS EIGHT 2dr open</b> Old V8 charm lives on, but requires oodles of cash	★★★★★			
4.8 V8	£85200	367	-	
<b>NISSAN</b>				
<b>MICRA 5dr hatch</b> Low running costs but below average overall	★★★★★			
1.2 Visia	£10295	79	115 6	
1.2 Acenta	£11945	79	115 7	
1.2 Tekna	£13345	79	115 7	
1.2 Digi-S Visia	£12045	97	95 10	
1.2 Digi-S Acenta	£13045	97	99 10	
1.2 Digi-S Tekna	£14445	97	99 11	
<b>JUKE 5dr hatch</b> High-riding, funky hatch is a compelling package. High CO2	★★★★★			
1.2 Digi-T Acenta	£15320	114	129 12	
1.2 Digi-T Acenta Premium	£16720	114	129 12	
1.6 Visia	£13620	93	138 12	
1.6 Digi-T 190 Acenta Premium	£18150	188	159 21	
1.6 Digi-T 190 Tekna	£19200	188	159 21	
1.6 Digi-T 200 Nismo	£21650	197	159 21	
1.5 dCi Visia	£15520	109	104 13	
1.5 dCi Acenta	£16715	109	104 13	
1.5 dCi Acenta Premium	£18115	109	104 13	
1.5 dCi Tekna	£19165	109	104 13	
<b>NOTE 5dr hatch</b> It lacks a bit of verve, but objectively the Note is entirely fit for purpose	★★★★★			
1.2 Visia	£12130	78	109 6	
1.2 Acenta	£13525	78	109 6	
1.2 Acenta Premium	£14465	78	109 6	
1.2 Digi-S Acenta	£14625	97	99 10	
1.2 Digi-S Acenta Premium	£15565	97	99 10	
1.2 Digi-S Tekna	£16470	97	99 10	
1.5 dCi Visia	£14130	89	92 8	
1.5 dCi Acenta	£15525	89	92 8	
1.5 dCi Acenta Premium	£16465	89	92 9	
1.5 dCi Tekna	£17370	89	92 9	
<b>LEAF 5dr hatch</b> Comfortable electric car with 100 mile range	★★★★★			
80kW Tekna	£30590	107	0 24	
80kW Visia	£26490	107	0 23	
80kW Acenta	£27990	107	0 23	
80kW Visia+	£28590	107	0 23	
<b>PULSAR 5dr hatch</b> Undeniably fit for purpose, but its appeal goes no deeper than that	★★★★★			
1.2 Digi-T 115 Visia	£15995	114	117 10	
1.2 Digi-T 115 Acenta	£17645	114	117 10	
1.2 Digi-T 115 N-tec	£18995	114	117 10	
1.2 Digi-T 115 Visia	£20345	114	117 10	
1.5 dCi 110 Visia	£17595	109	94 11	
1.5 dCi 110 Acenta	£19245	109	94 11	
1.5 dCi 110 N-tec	£20595	109	94 11	
1.5 dCi 110 Tekna	£21945	109	94 11	
<b>QASHQAI 5dr hatch</b> Second generation a masterly update of the first. The crossover to beat	★★★★★			
1.6 dCi 130 Tekna 4WD	£28500	128	115 19	
1.2 Digi-T 115 Visia	£18265	113	129 14	
1.2 Digi-T 115 Acenta	£19850	113	129 14	
1.2 Digi-T 115 N-tec	£21700	113	129 14	
1.2 Digi-T 115 N-tec+	£22250	113	129 14	
1.2 Digi-T 115 Tekna	£23800	113	129 14	
1.6 Digi-T 163 N-tec	£23200	161	138 14	
1.6 Digi-T 163 N-tec+	£23750	161	138 14	
1.6 Digi-T 163 Tekna	£25300	161	138 14	
1.5 dCi 110 Visia	£20015	109	99 17	
1.5 dCi 110 Acenta	£21600	109	99 17	
1.5 dCi 110 N-tec	£23450	109	99 14	
1.5 dCi 110 N-tec+	£24995	109	99 14	
1.5 dCi 110 Tekna	£25550	109	99 15	
1.6 dCi 130 Tekna	£28600	128	115 19	
<b>X-TRAIL 5dr 4x4</b> Sleek, Qashqai-based crossover is an easy win if you require seven seats	★★★★★			
1.6 dCi Visia 2WD	£23195	128	129 19	
1.6 dCi Acenta 2WD	£24995	128	129 19	
1.6 dCi n-tec 2WD	£26695	128	139 20	
1.6 dCi n-tec 4WD	£27645	128	129 19	
1.6 dCi Tekna 2WD	£29345	128	129 19	
1.6 dCi Tekna 4WD	£29645	128	129 19	
1.6 dCi Tekna 4WD	£31345	128	139 20	
<b>370Z 2dr coupé</b> Great engine and poised handling. Lots of road noise	★★★★★			
3.7 V6 Nismo	£37585	345	248 46	
3.7 V6	£27445	323	248 46	
3.7 V6 GT	£32525	323	248 46	
<b>GT-R 2dr coupé</b> A benchmark. Great drive, brutal power, sensational value	★★★★★			
3.8 V6 2014 MY	£78030	523	275 50	
3.8 V6 Nismo	£125000	523	275 50	
<b>NOBLE</b>				
<b>M600 2dr coupé</b> A new era for the Brit maker. Outrageous pace and handling	★★★★★			
4.4 V8	£200000	650	-	
<b>PEUGEOT</b>				
<b>ION 5dr hatch</b> Good electric powertrain, comically expensive	★★★★★			
63	£26216	63	0 28	
<b>608 Xdr hatch</b> Sister car to the Aygo. And distant second to most city car rivals	★★★★★			
1.0 Access	£8345	68	95 6	
1.0 Active Top	£9595	68	95 6	
1.0 Active S-S	£10095	68	95 6	
1.0 Active S-S Top	£9845	68	88 7	
1.2 VTI Active	£10845	68	88 7	
1.2 VTI Allure Top	£11095	81	99 11	
1.2 VTI Allure	£1			

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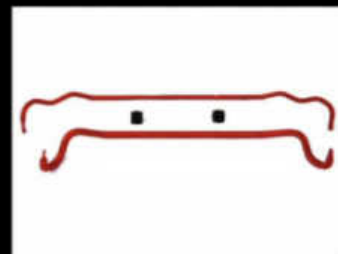
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## AUTOCAR TOP FIVES

## Compact crossovers



## 1 Skoda Yeti

From £16,000

Almost a blueprint for crossover appeal: chunky looks, hatchback handling and compact MPV practicality. ★★★★★



## 2 Renault Captur

From £14,000

The best of the B-segment crossovers, the Captur combines style, freshness and value in a versatile package. ★★★★★



## 3 Nissan Juke

From £14,000

The Qashqai taught Nissan the value of being different; the Juke is its equally bold (if not quite as brilliant) follow-up. ★★★★★



## 4 Suzuki SX4 S-Cross

From £14,000

Capable in most respects – being decent to look at, drive and sit in – with exceptional fuel economy as the kicker. ★★★★★



## 5 Dacia Duster

From £10,000

Outstanding capability for the money. Better with all-wheel drive. Basic, yes – but in a very good way. ★★★★★

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Make and Model	Price	Bhp	CO <sub>2</sub> g/km	Insurance group
1.2 TDI 75 S A-C	£14555	84	105	7
1.2 TDI 75 S A-C Ecomotive	£15080	74	92	7
1.2 TDI 75 SE Ecomotive	£15610	74	92	7
1.6 TDI 105 SE	£16160	104	112	14
1.6 TDI 105 FR	£17160	104	112	14
<b>TOLEDO 5dr hatch</b> Makes practical sense, but leaves no other lasting impression ★★★★★				
1.2 TSI 85 S	£14265	84	119	10
1.2 TSI 105 S	£15295	104	116	13
1.2 TSI 105 SE	£16515	104	118	14
1.4 TSI 122 SE DSG	£17965	120	134	17
1.6 TDI 105 CR SE Ecomotive	£17150	104	104	15
1.6 TDI 105 CR SE Ecomotive	£18370	104	106	15
<b>LEON 3dr hatch</b> Sharp looks and handling. Back from the Golf's quality, but good value ★★★★★				
1.6 TDI 110 SE Ecomotive	£19625	108	87	14
1.2 TSI 110 S	£15815	108	114	13
1.2 TSI 110 SE	£16935	108	114	13
1.4 TSI 125 SE	£17535	123	102	16
1.4 TSI 150 FR	£19700	148	109	20
1.8 TSI 180 FR	£20740	178	137	25
1.6 TDI 105 CR SE Cupra	£25960	261	154	32
2.0 TSI 280 Cupra	£27210	276	154	33
1.6 TDI CR 105 S	£17515	104	99	13
1.6 TDI CR 105 SE	£18635	104	99	13
2.0 TDI CR 150 SE	£19985	148	106	19
2.0 TDI CR 150 FR	£22530	148	106	20
2.0 TDI CR 184 FR	£22520	148	109	26
<b>LEON 5dr hatch</b> Sharp looks and handling. Back from the Golf's quality, but good value ★★★★★				
1.6 TDI 110 SE Ecomotive	£19925	108	87	14
1.2 TSI 110 S	£16115	108	114	13
1.2 TSI 110 SE	£17235	108	114	13
1.4 TSI 125 SE	£17835	123	120	16
1.4 TSI 150 FR	£20000	148	109	20
1.8 TSI 180 FR	£21040	178	137	25
2.0 TDI CR 184 FR	£22820	181	109	26
2.0 TSI 280 Cupra	£27510	276	154	33
1.6 TDI CR 105 S	£17815	104	99	13
1.6 TDI CR 105 SE	£18935	104	99	13
2.0 TDI CR 150 SE	£20285	148	106	19
2.0 TDI CR 150 FR	£21830	148	106	20
<b>LEON 5dr estate</b> Sharp looks and handling. Back from the Golf's quality, but good value ★★★★★				
1.2 TSI 105 S	£16675	104	114	12
1.2 TSI 105 SE	£17795	104	114	13
1.4 TSI 140 FR	£20390	138	122	18
1.4 TSI 140 SE	£18845	138	122	17
1.6 TDI 110 SE Ecomotive	£20920	108	87	14
1.6 TDI CR 105 S	£18810	104	99	13
1.6 TDI CR 105 SE	£19930	104	99	13
1.8 TSI 180 FR	£22035	178	137	25
2.0 TDI CR 150 FR	£22825	148	106	20
2.0 TDI CR 150 SE	£21280	148	106	19
2.0 TDI CR 184 FR	£23815	181	112	26
2.0 TDI 150 SE X-Perience	£24385	148	129	19
2.0 TDI 150 SE Tech X-Perience	£26370	148	129	20
2.0 TDI 184 SE Tech X-Perience	£28870	181	129	23
<b>ALTEA 5dr hatch</b> Short on interior flexibility and visibility. Well-judged drive ★★★★★				
1.6 TDI 105 i-Tech Ecomotive	£15445	103	119	14
2.0 TDI 140 i-Tech	£16245	138	129	19
XL 1.6 TDI 105 i-Tech Ecomotiv	£16165	103	119	13
XL 2.0 TDI 140 i-Tech	£16965	138	129	19
<b>ALHAMBRA 5dr mpv</b> Practical, refined and good value. Not exciting ★★★★★				
2.0 TDI 140 Ecomotive S	£25630	138	146	18
2.0 TDI 140 Ecomotive SE	£27510	138	146	18
2.0 TDI 140 Ecomotive i-TECH	£28330	138	146	18
2.0 TDI 140 Eco SE Lux	£30960	138	146	18
2.0 TDI 177 SE	£28750	138	158	22
2.0 TDI 177 SE Lux	£32420	138	158	22
<b>SKODA</b>				
<b>CITIGO 3dr hatch</b> The VW Up in entry-level Skoda format ★★★★★				
1.0 60 S	£8275	59	105	1
1.0 60 SE	£9135	59	105	1
1.0 60 Monte Carlo	£10670	59	105	2
1.0 60 Greentech SE	£9495	59	95	1
1.0 60 Greentech Eleg.	£10010	59	95	1
1.0 75 Greentech Eleg.	£10400	74	98	2
<b>CITIGO 5dr hatch</b> The VW Up in entry-level Skoda format ★★★★★				
1.0 60 S	£8625	59	105	1
1.0 60 SE	£9485	59	105	1
1.0 60 Monte Carlo	£11020	59	105	2
1.0 60 Greentech SE	£9845	59	95	1
1.0 60 Greentech Eleg.	£10360	59	95	1
1.0 75 Greentech Eleg.	£10750	74	98	2
<b>FABIA 5dr hatch</b> Straight-laced for a supermini, but as likeable an all-rounder as you'll find ★★★★★				
1.0 60 S	£10600	59	106	2
1.0 75 S	£11460	74	108	4
1.0 75 SE L	£12820	74	108	3
1.2 TSI 90 SE L	£13610	74	108	3
1.2 TSI 90 SE	£13450	89	107	8
1.2 TSI 90 SE L	£14240	89	107	8
1.2 TSI 110 S DSG	£13740	108	109	13
1.2 TSI 110 SE	£14100	108	110	12
1.2 TSI 110 SE L	£14890	108	110	12
1.4 TDI 90 S	£14090	89	93	12
1.4 TDI 90 SE	£15450	89	93	10
1.4 TDI 90 SE L	£16240	89	93	11
1.4 TDI 105 SE L	£16840	104	95	12
<b>FABIA 5dr estate</b>				
1.0 75 S	£12460	74	109	4
1.0 75 SE	£13965	74	109	3
1.0 75 SE L	£14755	74	109	3
1.2 TSI 110 S DSG	£14740	108	109	13
1.2 TSI 110 SE	£15245	108	110	12
1.2 TSI 110 SE L	£16035	108	110	12
1.2 TSI 90 SE	£14595	89	107	8
1.2 TSI 90 SE L	£15385	89	107	8
1.4 TDI 105 SE L	£17985	104	97	12
1.4 TDI 90 S	£15090	89	94	10
1.4 TDI 90 SE	£16595	89	94	10
1.4 TDI 90 SE L	£17385	89	94	11
<b>RAPID 5dr hatch</b>				
1.6 TDI 105 SE	£17145	103	114	16
1.6 TDI 90 Eleg.	£17715	103	114	13
1.6 TDI 90 GreenLine	£17975	103	99	13
1.6 TDI 90 GreenTech Eleg.	£17965	103	104	13
1.6 TDI 90 GreenTech SE	£17215	103	104	13
1.6 TDI 90 S	£15080	103	114	13
1.6 TDI 90 SE	£16965	103	114	13
1.2 75 S	£13350	74	137	7
1.2 TSI 86 S	£14140	84	119	10
1.2 TSI 86 SE	£15090	84	119	10
1.2 TSI 86 GreenTech S	£14390	84	114	10
1.2 TSI 86 GreenTech SE	£15340	84	114	10
1.2 TSI 105 SE	£15790	104	125	13
1.2 TSI 105 Eleg.	£16540	104	125	13
1.2 TSI 105 GreenTech SE	£16040	104	118	13
1.2 TSI 105 GreenTech Eleg.	£16790	104	118	13
1.2 TSI 105 Sport	£15840	104	125	15
1.4 TSI 122 SE DSG	£17585	120	134	16
1.4 TSI 122 Eleg. DSG	£18335	120	134	16
1.4 TSI 122 GreenTech SE DSG	£17705	120	127	18
1.4 TSI 122 GreenTech Eleg.	£18455	120	127	18
1.6 TDI 105 S	£16590	103	114	16
1.6 TDI 105 SE	£17540	103	114	15
1.6 TDI 105 Eleg.	£18290	103	114	16
1.6 TDI 105 GreenTech SE	£17790	103	106	15
1.6 TDI 105 GreenTech Eleg.	£18540	103	106	15
<b>RAPID SPACEBACK 5dr estate</b> Estate shape makes most sense of Rapid's skinny body ★★★★★				
1.2 TSI 105 Eleg.	£16640	104	125	14
1.2 TSI 105 GreenTech Eleg.	£16890	104	118	14
1.2 TSI 105 GreenTech SE	£16430	104	118	15
1.2 TSI 105 SE	£16180	104	125	14
1.2 TSI 86 GreenTech S	£14750	84	114	12
1.2 TSI 86 GreenTech SE	£15730	84	114	12
1.2 TSI 86 S	£14500	84	119	11
1.2 TSI 86 SE	£15480	84	119	12
1.4 TSI 122 Eleg. DSG	£18445	120	134	18
1.4 TSI 122 GreenTech SE DSG	£18105	120	127	18
1.4 TSI 122 G'Tech Eleg. DS	£18565	120	127	18
1.4 TSI 122 SE DSG	£17985	120	134	17
1.6 TDI 105 Eleg.	£18390	103	114	16
1.6 TDI 105 GreenTech Eleg.	£18640	103	106	16
1.6 TDI 105 GreenTech SE	£18180	103	106	16
1.6 TDI 105 S	£16950	103	114	15
1.6 TDI 105 SE	£17930	103	114	16
1.6 TDI 90 GreenLine	£17355	89	99	14
1.6 TDI 90 GreenTech Eleg.	£17990	89	106	14
1.6 TDI 90 GreenTech SE	£17530	89	106	14
1.6 TDI 90 S	£16300	89	114	13
1.6 TDI 90 SE	£17280	89	114	14
1.6 TDI 90 Eleg.	£17740	89	114	14
<b>OCTAVIA 5dr hatch</b> Extended wheelbase makes the Octavia an even more practical choice ★★★★★				
1.6 TDI 105 SE Business	£19775	104	99	14
1.2 TSI 105 S	£16525	104	114	13
1.2 TSI 105 SE	£17875	104	114	13
1.4 TSI 140 SE	£19075	138	121	18
1.4 TSI 140 Eleg.	£20775	138	121	19
1.8 TSI 180 Laurin & Klement	£26630	178	135	25
2.0 TSI 220 vRS	£23830	217	142	29
1.6 TDI 105 S	£18575	104	99	13
1.6 TDI 105 SE	£19925	104	99	13
1.6 TDI 105 Eleg.	£21625	104	99	14
1.6 TDI 110 Greenline	£20225	108	90	15
1.6 TDI 110 SE Business Greenl	£20225	108	90	19
2.0 TDI 150 SE	£20535	148	106	19
2.0 TDI 150 SE Business	£20535	148	106	20
2.0 TDI 150 Eleg.	£22525	148	106	20
2.0 TDI 150 Laurin & Klement	£26465	148	107	22
2.0 TDI 184 vRS	£24075	181	115	26
<b>OCTAVIA 5dr estate</b> Extended wheelbase makes the Octavia an even more practical choice ★★★★★				
1.6 TDI 105 Eleg. 4x4	£23880	104	119	14
1.6 TDI 105 SE 4x4	£22180	104	119	13
1.6 TDI 105 SE Business	£20580	104	99	13
1.6 TDI 110 Greenline	£21425	108	90	15
1.6 TDI 110 SE Business G'line	£21425	108	90	19
2.0 TDI 150 Eleg. 4x4	£24780	148	124	20
2.0 TDI 150 SE 4x4	£23185	148	120	19
2.0 TDI 150 SE Business	£21735	148	106	19
1.2 TSI 105 S	£17330	104	117	13
1.2 TSI 105 SE	£18680	104	117	13
1.4 TSI 140 SE	£19880	138	121	18
1.4 TSI 140 Eleg.	£21580	138	121	19
1.8 TSI 180 Laurin & Klement	£27830	178	136	25
2.0 TSI 220 vRS	£25030	217	142	29
1.6 TDI 105 S	£19380	104	99	13
1.6 TDI 105 SE	£20730	104	99	13
1.6 TDI 105 Eleg.	£22430	104	99	14
2.0 TDI 150 SE	£21735	148	106	19
2.0 TDI 150 Scout 4x4	£25405	148	125	-
2.0 TDI 150 Eleg.	£23330	148	110	20
2.0 TDI 150 Laurin & Klement	£27665	148	107	22
2.0 TDI 150 Laurin Klement 4x4	£29115	148	122	21
2.0 TDI 184 Scout 4x4	£28200	181	129	-
2.0 TDI 184 vRS	£25275	181	117	26
<b>ROOMSTER 5dr mpv</b> Quirky looks, talented package, awkward image ★★★★★				
1.2 S	£12105	69	143	5
1.2 SE	£13575	69	143	6

Make and Model	Price	Bhp	CO <sub>2</sub> g/km	Insurance group
2.2 D-CAT 150 Icon	E24450	148	170	25
2.6 D-CAT 150 Icon+	E27405	148	170	25
2.6 D-CAT 150 Excel	E28250	148	173	26
<b>VERSO 5dr mpv</b> Ride is firm and boot space limited with all seats in use	★★★★☆			
1.6 V-matic Active 5st	E17770	130	157	13
1.6 V-matic Active 7st	E18300	130	157	13
1.6 V-matic Icon 7st	E20300	130	157	14
1.8 V-matic Icon M'Drive 7st	E21800	145	153	15
1.8 V-matic Excel M'Drive 7st	E24300	145	150	15
1.6 D-40 Active	E19990	122	119	13
1.6 D-40 Icon	E21995	122	119	14
<b>LAND CRUISER V8 5dr 4x4</b> A dinosaur, but likeable. Pricey to buy and run	★★★★☆			
4.5 D-40	E65725	286	250	48
<b>LAND CRUISER 3dr 4x4</b> A real go-anywhere vehicle. Spongy on road	★★★★☆			
3.0 D-40 188 LC3	E32765	185	214	31
<b>LAND CRUISER 5dr 4x4</b> A real go-anywhere vehicle. Spongy on road	★★★★☆			
3.0 D-40 190 LC3	E37015	187	213	31
3.0 D-40 190 LC4	E47465	187	213	34
3.0 D-40 190 LC5	E52915	187	213	38
<b>GTR6 2dr coupé</b> A tail-out tribute to all our favourite things. Splendid. Cheaper now, too	★★★★☆			
2.0 Primo	E23000	197	180	33
2.0 GTR6	E25000	197	180	33
2.0 Aero	E27500	197	192	33
2.0 Giallo	E27500	197	180	34
2.0 GTR6 auto	E25995	197	164	33
<b>VAUXHALL</b>				
<b>VIVA 5dr hatch</b> Comfortable and spacious, although class leaders are sweeter to drive	★★★★☆			
1.0 Ecoflex SE A-C	E8665	73	99	-
1.0 SE A-C	E8490	73	104	-
1.0 SE	E7995	73	104	-
1.0 Ecoflex SE	E8170	73	99	-
1.0 SL	E9495	73	104	-
<b>ADAM 3dr hatch</b> Certainly looks the part, but there are better superminis ahead of it	★★★★☆			
1.0 S-5 Jam	E13630	113	114	3
1.0 S-5 Giam	E15000	113	114	3
1.0 S-5 Siam	E15500	113	114	3
1.0 S-5 Rocks Air	E16995	113	119	3
1.2 Jam	E11630	69	124	3
1.2 Jam S-5	E11925	69	118	3
1.2 Giam	E13000	69	124	3
1.2 Giam S-5	E13295	69	118	3
1.2 Siam	E13500	69	124	3
1.2 Siam S-5	E13795	69	118	3
1.4 87 Jam	E11955	86	129	6
1.4 87 Giam	E13325	86	129	6
1.4 87 Siam	E13825	86	129	6
1.4 100 Jam	E12480	99	129	9
1.4 100 Jam S-5	E12775	99	119	9
1.4 100 Giam	E13850	99	129	9
1.4 100 Giam S-5	E14145	99	119	9
1.4 100 Siam	E14350	99	129	9
1.4 100 Siam S-5	E14645	99	119	9
1.4T 150 Grand Slam	E16995	148	139	14
<b>CORSA 3dr hatch</b> Very refined, stylish and practical. Engines not so good	★★★★☆			
1.0i 90 S-5 Design	E12910	89	102	9
1.0i 90 S-5 SRI	E13605	89	102	9
1.0i 90 S-5 SE	E14250	89	102	9
1.0i 115 S-5 Sting	E10825	113	-	12
1.0i 115 S-5 Sting R	E11175	113	-	12
1.0i 115 S-5 SRI VX-Line	E14640	113	-	12
1.2i 70 Life	E11080	69	126	2
1.2i 70 Sting	E9175	69	126	2
1.2i 70 Design	E11080	69	126	2
1.2i 70 SRI	E11775	69	126	2
1.2i 70 SRI VX-Line	E12810	69	126	2
1.2i 70 SE	E12420	69	126	2
1.4i 90 Life	E11425	89	121	6
1.4i 90 Sting	E9520	89	121	-
1.4i 90 Design	E11425	89	121	-
1.4i 90 Easytronic Design	E12080	89	119	-
1.4i 90 SRI	E12120	89	121	-
1.4i 90 SRI VX-Line	E13155	89	121	-
1.4i 90 SE	E12765	89	121	-
1.4i 100 Turbo SRI	E12775	99	119	10
1.4i 100 Turbo SRI VX-Line	E13810	99	119	10
1.4i 100 Turbo SE	E13420	99	119	10
1.3 CDTi 75 S-5 Life	E13330	74	99	6
1.3 CDTi 75 S-5 Design	E13330	74	99	-
1.3 CDTi 75 S-5 SRI	E14025	74	99	-
1.3 CDTi 75 S-5 SRI VX-Line	E15060	74	99	-
1.6 CDTi 75 S-5 SE	E14670	74	99	-
1.6 CDTi 95 S-5 SRI	E14525	94	85	9
1.3 CDTi 95 S-5 SRI VX-Line	E15560	94	85	-
1.3 CDTi 95 S-5 SE	E15170	94	85	-
<b>CORSA 5dr hatch</b> Very refined, stylish and practical. Engines not so good	★★★★☆			
1.0i 90 S-5 Design	E13510	89	102	9
1.0i 90 S-5 SRI	E14205	89	102	9
1.0i 90 S-5 SE	E14850	89	102	9
1.0i 115 S-5 Sting	E11425	113	-	12
1.0i 115 S-5 SRI VX-Line	E15240	113	-	12
1.2i 70 Life	E11680	69	126	2
1.2i 70 Sting	E9775	69	126	2
1.2i 70 Design	E12745	69	126	2
1.2i 70 SRI	E12375	69	126	2
1.2i 70 SRI VX-Line	E13410	69	126	2
1.2i 70 SE	E13020	69	126	2
1.4i 90 Life	E12025	89	121	-
1.4i 90 Sting	E10120	89	121	-
1.4i 90 Design	E12025	89	121	-
1.4i 90 Easytronic Design	E12680	89	119	-
1.4i 90 SRI	E12720	89	121	-
1.4i 90 SRI VX-Line	E13755	89	121	-
1.4i 90 SE	E13365	89	121	-
1.4i 100 Turbo SRI	E13375	99	119	10
1.4i 100 Turbo SRI VX-Line	E14410	99	119	10
1.4i 100 Turbo SE	E14020	99	119	10
1.3 CDTi 75 S-5 Life	E13930	74	99	-
1.3 CDTi 75 S-5 Design	E13930	74	99	-
1.3 CDTi 75 S-5 SRI	E14255	74	99	-
1.3 CDTi 75 S-5 SRI VX-Line	E15660	74	99	-
1.3 CDTi 75 S-5 SE	E15270	74	99	-
1.3 CDTi 95 S-5 SRI	E15125	94	85	-
1.3 CDTi 95 S-5 SRI VX-Line	E16160	94	85	-
1.3 CDTi 95 S-5 SE	E15770	94	85	-
<b>ASTRA 5dr hatch</b> Good handling, nice engines but over-geared. Focus is better	★★★★☆			
1.3 CDTi 95 ecoFLEX Design	E16835	94	104	9
1.4i VVT 100 Design	E15445	99	129	9
1.4i VVT 100 Excite	E17920	99	129	9
1.4i VVT 100 Tech Line	E16770	99	129	9
1.6 CDTi 110 ecoFLEX Design S-	E17735	108	97	9
1.6 CDTi 110 ecoFLEX Elite S-	E23175	108	97	9
1.6 CDTi 110 ecoFLEX SRI S-	E21740	108	97	9
1.6 CDTi 110 e FLEX Tec Ln S-	E18910	108	97	9
1.6 CDTi 136 ecoFLEX Elite S-	E23770	134	104	9
1.6 CDTi 136 ecoFLEX SRI S-	E22335	134	104	9
1.6 CDTi 136 ecoFLEX SRI S-	E18330	134	104	9
1.6 CDTi 136 e FLEX Tec Ln S-	E19505	134	104	9
1.6 CDTi 136 e FLEX Tec LnGT S-	E19770	108	97	9
1.6 CDTi 136e FLEX Tec LnGT S-	E20365	134	104	9
1.6i VVT 115 Design	E16160	114	147	12
1.6i VVT 115 Excite	E18635	114	147	12
1.6i VVT 115 Tech Line GT	E17610	114	147	12
1.6i VVT Tech Line	E17485	114	147	12
2.0 CDTi 165 e FLEX Tech LS-	E19995	158	119	20
2.0 CDTi 165 Tech Line GT S-	E20855	158	119	21
1.4i VVT 100 SRI	E18865	99	129	9
<b>1.4T SRI</b>	E20220	138	138	17
1.6i VVT Elite	E21275	114	147	12
1.6i VVT SRI	E19580	114	147	12
2.0 CDTi 165 ecoFLEX Elite S-	E24260	158	119	21
2.0 CDTi 165 ecoFLEX SRI S-	E22825	158	119	21
2.0 CDTi 195 Biturbo S-	E24205	192	134	21
<b>ASTRA 5dr estate</b> More composed than the hatch. A very decent small estate	★★★★☆			
1.3 CDTi 95 ecoFLEX Design S-	E18200	94	109	9
1.4i VVT 100 Design	E16480	99	137	9
1.4i VVT 100 Tech Line	E17805	99	137	9
1.6 CDTi 110 ecoFLEX Elite S-	E24190	108	97	9
1.6 CDTi 110 e FLEX Design S-	E18755	108	97	14
1.6 CDTi 110 e FLEX SRI S-	E22755	108	97	14
1.6 CDTi 110 e FLEX Tech Ln S-	E19930	108	97	14
1.6 CDTi 136 ecoFLEX Elite S-	E24785	134	104	14
1.6 CDTi 136 e FLEX Design S-	E19350	134	104	14
1.6 CDTi 136 e FLEX SRI S-	E23350	134	104	14
1.6 CDTi 136 e FLEX Tech Ln S-	E20525	134	104	14
1.6i VVT 115 Design	E17145	114	149	12
1.6i VVT 115 Elite	E22295	114	149	12
1.6i VVT Tech Line	E18505	114	149	12
2.0 CDTi 165 Elite S-	E25275	162	124	20
2.0 CDTi 165 Tech Line S-	E21015	162	124	20
1.6i VVT SRI	E20600	114	149	12
2.0 CDTi 165 SRI S-	E23840	162	124	21
2.0 CDTi 195 Biturbo S-	E25220	192	134	21
<b>ASTRA GTC 3dr coupé</b> Good looking three-door hatch with the dynamics to match	★★★★☆			
1.4T 16v 140 Sport auto	E21570	118	159	16
1.4T 16v 140 SRI auto	E22795	118	159	16
1.6T 200 Sport S-	E21595	202	168	25
1.6T 200 SRI S-	E22820	202	168	25
2.0 CDTi 165 Sport auto	E23780	163	149	20
2.0 CDTi 165 SRI auto	E25005	163	149	20
1.4T 16v 120 Sport S-	E19355	118	139	13
1.4T 16v 120 Sport S-	E20245	138	139	16
1.4T 16v 120 SRI S-	E21070	118	139	14
1.4T 16v 140 SRI S-	E21470	138	139	16
2.0T 280 VXR	E27620	276	189	35
2.0 CDTi 6TC Sp. 165	E22300	163	127	20
2.0 CDTi 6TC SRI 165	E23525	163	127	20
2.0 CDTi 195 Biturbo S-	E24520	192	129	-
<b>CASCADA 2dr open</b> Comfortable and credible alternative to the usual ragtops	★★★★☆			
1.6T 200 200 Elite	E29510	202	168	24
1.6T 200 SRI	E26615	202	168	24
1.4T 140 SE S-	E24500	138	148	20
1.4T 140 SE S-	E27875	138	148	21
1.6T 170 SRI SE Au	E27600	168	168	24
1.6T 170 SRI SE Au	E30495	168	168	24
2.0 CDTi 165 SE S-	E26480	163	138	23
2.0 CDTi 165 SE S-	E28580	163	138	23
2.0 CDTi 195 Biturbo Elite S-	E30065	192	138	27
<b>INSIGNIA 5dr hatch</b> Nearly as good as a Mondeo. Inert steering	★★★★☆			
1.4T 140 SRI Nav	E20394	138	123	15
1.6T 170 Elite Nav	E17679	138	164	14
1.8i VVT Design Nav	E19479	138	164	14
1.8i VVT SRI Nav	E19934	118	99	15
2.0 CDTi 120 Design Nav	E21174	118	99	16
2.0 CDTi 120 Elite Nav	E24744	118	99	15
2.0 CDTi 120 SRI Nav	E22954	118	99	16
2.0 CDTi 130 Design Nav	E18244	128	112	16
2.0 CDTi 130 SRI Nav	E19094	128	112	16
2.0 CDTi 130 Energy	E21614	128	112	16
2.0 CDTi 130 SE	E20044	128	112	16
2.0 CDTi 130 SRI	E20044	128	112	16
2.0 CDTi 130 SRI Nav	E20894	128	112	16
2.0 CDTi 130 SRI VX-Line	E21264	128	112	16
2.0 CDTi 130 SRI VX-Line Nav	E22114	128	112	16
2.0 CDTi 130 SRI VX-Line	E20184	138	99	18
2.0 CDTi 140 Elite Nav	E24364	138	99	19
2.0 CDTi 140 SRI Nav	E21984	138	99	19
2.0 CDTi 140 SRI VX-Line Nav	E23204	138	99	19
2.0 CDTi 170 SRI Nav	E22134	168	114	20
2.0 CDTi 195 Biturbo SRI Nav	E25804	192	125	24
2.0 CDTi 195BiturboEliteNav	E28359	192	149	24
2.0 CDTi 195BiturboSRI VX-LNav	E27024	192	125	24
2.0T 250 SRI SE	E24712	247	169	26
2.0T 250 SRI VX-Line Nav	E30129	247	169	26
2.8T VXR Supersport	E32654	321	249	37
1.4T 140 Design Nav	E17744	138	123	15
1.4T 140 Design Nav	E18594	138	123	15
1.4T 140 Energy	E21199	138	123	15
1.4T 140 SRI	E19544	138	123	15
1.4T 140 SRI	E19544	138	123	15
1.4T 140 Tech Line	E20394	138	123	15
1.6T 170 Elite	E23379	168	139	20
1.8i VVT Design	E16829	138	164	14
1.8 VVT SRI	E20284	138	164	15
1.8 VVT SRI	E18629	138	164	14
2.0T 250 SRI VX-Line	E22804	247	169	26
2.0T 250 Elite	E23964	247	169	26
2.0 CDTi 120 Design	E19084	118	99	15
2.0 CDTi 120 Energy	E22454	118	99	16
2.0 CDTi 120 SRI	E20884	118	99	15
2.0 CDTi 120 SRI VX-Line	E22104	118	99	16
2.0 CDTi 120 SE	E20884	118	99	15
2.0 CDTi 120 Elite	E23264	118	99	16
2.0 CDTi 140 Design	E19334	138	99	18
2.0 CDTi 140 Energy	E22704	138	99	19
2.0 CDTi 140 SRI	E22134	138	99	19
2.0 CDTi 140 SRI VX-Line</				

## AUTOCAR TOP FIVES

## Family hatchbacks



**1 Volkswagen Golf** From £17,000  
Expensive it may be but there's enough class here to make the tag look reassuringly precise. A class above. ★★★★★



**2 Ford Focus** From £14,000  
Has a blend of ride and handling that rivals can't match. One of the UK's most popular cars for all the right reasons. ★★★★★



**3 Seat Leon** From £16,000  
As always, a Golf in cheaper Spanish drag. Margins are cleverly engineered to show, but this is the best Leon yet. ★★★★★



**4 Mazda 3** From £17,000  
As ever, it seems, the Mazda aces driveability and efficiency but fails to totally convince in an all-star class. ★★★★★



**5 Peugeot 308** From £16,000  
No name change, but the appeal of the latest 308 is all new. A serious contender for family hatch money. ★★★★★

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Make and Model	Price	Bhp	CO <sub>2</sub> g/km	Insurance group
<b>BEETLE 2dr open</b> Huge improvement, but Golf underneath is superior ★★★★★				
1.2 TSI 105	£19230	104	129	15
1.2 TSI 105 Design	£21625	104	129	16
1.4 TSI 150 Design	£23515	148	138	22
1.4 TSI 150 Sport	£25115	148	138	22
2.0 TDI 110	£21040	108	115	15
2.0 TDI 110 Design	£23415	108	115	16
2.0 TDI 150 Design	£24245	148	120	23
2.0 TDI 150 Sport	£25845	148	120	23
2.0 TSI 220 Sport	£26345	217	154	29
<b>CC 4dr saloon</b> Loses a name and adds some flair, but never compels ★★★★★				
1.4 TSI 160 BMT	£25050	158	144	27
2.0 TDI 177 BMT GT	£29820	177	120	27
2.0 TSI 210 GT	£29285	208	169	29
2.0 TSI 210 R-Line	£29935	208	169	32
2.0 TDI 140 BMT	£26115	138	119	23
2.0 TDI 140 BMT GT	£27695	138	119	24
2.0 TDI 177 BMT R-Line	£30470	177	120	28
<b>EOS 2dr cc</b> Pleasant and predictable drive. Feeling old now ★★★★★				
1.4 TSI 160 Sport	£27610	158	157	24
2.0 TSI 210 Sport	£29610	208	165	30
2.0 TDI Blue Tech Sp.	£28185	138	125	23
2.0 TDI Blue Tech Exec.	£31325	138	125	23
<b>SCIROCCO 3dr coupé</b> A complete coupe. Entertaining, practical and stylish ★★★★★				
1.4 TSI 125	£20735	123	125	22
1.4 TSI 125 GT	£22585	123	125	23
2.0 TSI 180	£22790	178	142	31
2.0 TSI 220 GT	£26125	217	142	37
2.0 TSI 220 R-Line	£28195	217	139	37
2.0 TSI 280 R	£32580	276	187	42
2.0 TDI 150	£23455	148	109	27
2.0 TDI 150 GT	£25305	148	109	28
2.0 TDI 150 R-Line	£27375	148	109	28
2.0 TDI 184 GT	£26305	181	115	31
2.0 TDI 184 R-Line	£28375	181	115	31
<b>PASSAT 4dr saloon</b> Supremely well-executed family-sized prospect ★★★★★				
1.6 TDI 120 S	£22320	118	105	15
1.6 TDI 120 SE	£23460	118	105	12
1.6 TDI 120 SE Business	£24115	118	105	12
1.6 TDI 120 GT	£25420	118	109	13
2.0 TDI 150 S	£23445	148	106	21
2.0 TDI 150 SE	£24585	148	106	19
2.0 TDI 150 SE Business	£25240	148	106	19
2.0 TDI 150 GT	£26545	148	109	19
2.0 TDI 150 R-Line	£27540	148	109	19
2.0 TDI SCR 190 GT	£27895	187	107	22
2.0 TDI SCR 190 R-Line	£28890	187	107	23
2.0 TDI 240 BITDI SCR GT	£34625	237	139	28
2.0 TDI 240 BITDI SCR R-Line	£35620	237	139	28
<b>PASSAT 5dr estate</b> Supremely well-executed family-sized prospect ★★★★★				
1.6 TDI 120 GT	£26970	118	110	13
1.6 TDI 120 S	£23870	118	105	12
1.6 TDI 120 SE	£25010	118	107	12
1.6 TDI 120 SE Business	£25665	118	107	12
2.0 TDI 150 GT	£28095	148	110	19
2.0 TDI 150 R-Line	£29090	148	110	19
2.0 TDI 150 S	£24995	148	107	21
2.0 TDI 150 SE	£26135	148	107	19
2.0 TDI 150 SE Business	£26790	148	107	19
2.0 TDI 190 SCR GT	£29445	187	110	22
2.0 TDI 190 SCR R-Line	£30440	187	110	23
2.0 TDI 240 BITDI SCR GT	£36175	237	140	28
2.0 TDI 240 BITDI SCR R-Line	£37170	237	140	28
<b>PHAEON 4dr saloon</b> Big VW feels old now, and struggles to justify its price ★★★★★				
3.0 V6 TDI 240 SWB	£55550	236	224	45
3.0 V6 TDI 240 LWB	£58110	236	224	45
<b>TOURAN 5dr mpv</b> Good chassis but little inspiration. Bland appearance ★★★★★				
2.0 TDI 177 Sport	£28500	177	150	24
1.2 TSI 105 S	£19940	104	149	12
1.4 TSI 140 SE	£23750	138	159	18
1.6 TDI 105 Blue Tech S	£21750	104	121	14
1.6 TDI 105 BlueTech SE	£23855	104	121	14
2.0 TDI 140 BlueTech SE	£25620	138	127	19
2.0 TDI 140 BlueTech Sp.	£27080	138	127	19
<b>SHARAN 5dr mpv</b> Refined, flexible big MPV. Seat version is cheaper ★★★★★				
2.0 TDI 177 SE	£30730	177	152	23
2.0 TDI 177 SEL	£33630	177	152	23
1.4 TSI 150 S	£25500	148	167	16
1.4 TSI 150 SE	£27810	148	167	16
2.0 TSI 200 SEL DSG	£33955	197	198	25
2.0 TDI 115 S	£26065	113	146	14
2.0 TDI 140 S	£26815	138	146	18
2.0 TDI 140 SE	£29125	138	146	18
2.0 TDI 140 SEL	£32025	138	146	18
2.0 TDI 140 Exec	£32275	138	146	18
<b>TIGUAN 5dr 4x4</b> Dull but capable soft-roader. Pricey, but good ride and handling ★★★★★				
1.4 TSI 160 BMT Match 2WD	£23955	158	156	21
1.4 TSI 160 S 4WD	£25645	158	178	21
2.0 TDI 140 BMT Match 2WD	£25150	138	138	18
2.0 TDI 140 BMT Match 4WD	£26920	138	150	19
2.0 TDI 177 BMT Match 4WD	£27925	175	151	23
2.0 TSI 180 Match 4WD	£26485	178	198	24
1.4 TSI 160 Blue Tech S	£21960	158	156	18
1.4 TSI 160 S 4WD	£23650	158	178	18
2.0 TSI 210 R-line 4WD	£29180	208	199	22
2.0 TDI 110 BMT R-line 4WD	£22605	109	138	14
2.0 TDI 140 BMT S 2WD	£23155	138	138	17
2.0 TDI 140 BMT S 4WD	£24925	138	150	17
2.0 TDI 140 BMT Escape 4WD	£27610	138	150	18
2.0 TDI 140 BMT R-line 4WD	£28750	138	150	18
2.0 TDI 177 BMT R-line 4WD	£29755	175	151	23
<b>TOUAREG 5dr 4x4</b> Good value, and a great blend of comfort and deftness ★★★★★				
3.0 V6 TDI 204 SE	£43605	204	173	39
3.0 V6 TDI 204 R-line	£46605	204	173	40
3.0 V6 TDI 262 SE	£45405	250	174	42
3.0 V6 TDI 262 R-line	£48405	250	174	42
3.0 V6 TDI 262 Escape	£45605	250	180	42
<b>CARAVELLE 5dr mpv</b> Rugged workhorse to carry people ★★★★★				
2.0 TDI 140 SE SWB	£36006	138	189	25
2.0 TDI 140 SE 4Mot. SWB	£38484	138	206	26
2.0 TDI 140 SE LWB	£38190	138	189	23
2.0 TDI 140 Exec SWB	£38856	138	189	25
2.0 TDI 140 Exec. 4Mot. SWB	£41304	138	206	26
2.0 BITDI 180 SE SWB	£38070	177	192	29
2.0 BITDI 180 SE 4Mot. SWB	£40926	177	208	31
2.0 BITDI 180 SE LWB	£40254	177	192	30
2.0 BITDI 180 Exec SWB	£40920	177	192	30
2.0 BITDI 180 Exec DSG	£42840	177	199	30
2.0 BITDI 180 Business SWB DSG	£68622	177	214	38
2.0 BITDI 180 Bus. 4Mot. SWB DSG	£71557	177	232	39
2.0 BITDI 180 Ex. 4Mot. SWB	£43776	177	208	31
<b>VOLVO</b>				
<b>V40 5dr hatch</b> New hatchback adds Swedish flavour to stock Ford platform ★★★★★				
1.6 T2 120 ES	£19195	118	124	19
1.6 T2 120 ES Nav	£19995	118	124	19
1.6 T2 120 SE	£20720	118	124	19
1.6 T2 120 SE Nav	£21520	118	124	19
1.6 T2 120 SE Lux Nav	£23520	118	124	20
1.6 T2 120 R-Design	£21495	118	124	19
1.6 T2 120 R-Design Nav	£22295	118	124	19
1.6 T2 120 R-Design Lux Nav	£23970	118	124	21
1.6 T3 150 ES	£20945	148	124	20
1.6 T3 150 ES Nav	£21945	148	124	21
1.6 T3 150 SE	£22670	148	124	21
1.6 T3 150 SE Nav	£23470	148	124	21
1.6 T3 150 SE Lux Nav	£25470	148	124	22
1.6 T3 150 R-Design	£23445	148	124	20
1.6 T3 150 R-Design Nav	£24245	148	124	21
1.6 T3 150 R-Design Lux Nav	£25920	148	124	22
1.6 T4 180 SE Lux Nav	£26970	177	129	26
1.6 T4 180 R-Design Lux Nav	£27420	177	129	26
1.6 T4 180 C-Country Lux Nav	£27970	177	129	24
2.5 T5 254 C-Ctry Lux Nav	£31700	251	189	35
2.5 T5 254 C-Ctry Lux Nav AWD	£34100	251	194	30
1.6 D2 115 ES	£21195	113	88	17
1.6 D2 115 ES Nav	£21995	113	88	17
1.6 D2 115 SE	£22720	113	88	17
1.6 D2 115 SE Nav	£23520	113	88	17
1.6 D2 115 SE Lux	£24520	113	88	18
1.6 D2 115 SE Lux Nav	£25520	113	88	18
1.6 D2 115 R-Design	£23295	113	88	17
1.6 D2 115 R-Design Nav	£24295	113	88	17
1.6 D2 115 R-Design Lux	£24970	113	88	18
1.6 D2 115 R-Design Lux Nav	£25970	113	88	18
1.6 D2 115 C-Country SE	£23520	113	99	16
1.6 D2 115 C-Country SE Nav	£24520	113	99	16
1.6 D2 115 C-Country Lux	£25520	113	99	1



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Make and Model	Top speed	0-60mph	0-100mph	30-70mph	50-70mph	Braking 60-0mph	Power (bhp)	Torque (lb/ft)	Mph/1000rpm	Mph test/1000rpm	Weight (kg)	TEST DATE
LOTUS												
ELISE 2dr roadster	★★★★★	1.6	127	6.7	21.1	7.1	14.3	2.9	134	118	24.7	39/42 900 26.5.10
EVORA 2dr coupé	★★★★★	162	5.4	13.0	4.7	8.2	2.3	276	258	27.8	24/33 1382 26.8.09	
Evora S 2+0	★★★★★	172	4.5	11.3	4.0	6.8	2.4	345	295	34.8	21/26 1430 30.3.11	
EXIGE S 2dr coupé	★★★★★	170	4.1	9.6	3.7	5.5	2.5	345	295	27	21/30 1176 3.4.13	
Exige S												
MASERATI												
GRANTURISMO 2dr coupé	★★★★★	4.2 GT	177	5.6	13.0	4.9	*2.8	2.8	400	339	32.1	18/27 1975 2.2.08
GRANCABRIO 2dr open	★★★★★	4.7 V8	175	5.1	11.9	4.5	11.2	2.4	433	362	32.1	17/22 2085 14.7.10
GHIBLI 4dr saloon	★★★★★	Diesel	155	6.5	17.2	6.0	5.1	2.7	271	443	43.3	31/40 1835 12.3.14
MAZDA												
2.5dr hatch	★★★★★	1.5 Sky-V-G SE	114	10.4	38.0	7.0	20.2	3.1	89	109	27.9	51/55 1050 22.4.15
3.5dr hatch	★★★★★	2.2 Sport Nav	139	7.9	21.2	7.1	7.9	2.7	173	309	35	44/56 1480 23.1.13
2.2 SE-L	★★★★★	5.5dr MPV	130	9.0	26.6	9.1	9.9	3.0	148	280	29.7	46/60 1470 4.12.13
1.6D Sport	★★★★★	1.6D Sport	111	12.5	-	13.4	11.1	2.9	113	199	31.3	35/40 1555 16.2.11
6.4dr saloon/5dr estate	★★★★★	2.2 Sport Nav	139	7.9	21.2	7.1	7.9	2.7	173	309	35	44/56 1480 23.1.13
CX-3 5dr hatch	★★★★★	1.5D SE-L	110	10.3	34.7	10.3	10.3	-	104	199	34.8	59/60 1275 22.7.15
2.5dr hatch	★★★★★	2.5dr hatch	126	9.4	28.0	9.1	9.7	2.3	148	280	34.9	24/55 1575 13.6.12
MCLAREN												
650S 2dr coupé/roadster	★★★★★	3.8 V8 Spider	204	3.2	6.3	2.2	5.9	2.5	641	500	35.4	18/24 1468 30.7.13
P1 2dr coupé	★★★★★	P1	217	2.8	5.2	2.2	6.0	2.3	903	664	36.0	19.6/- - 7.5.14
MERCEDES-AMG												
C63 4dr saloon	★★★★★	C63	155	4.4	9.7	3.4	7.5	2.7	469	479	38.1	19/25 1715 3.6.15
GT 2dr coupé	★★★★★	S	193	3.6	7.8	2.8	5.5	2.5	503	479	34.7	20/29 1715 29.7.15
MERCEDES-BENZ												
A-CLASS 5dr hatch	★★★★★	A200 CDI Sport	130	8.9	28.3	9.0	10.1	2.5	134	221	37.1	48/58 1475 7.11.12
A45 AMG	★★★★★	A45 AMG	168	4.2	11.5	4.3	4.5	2.8	355	322	38.1	27/37 1555 14.8.13
B-CLASS 5dr MPV	★★★★★	B200 CDI Sport	130	9.4	28.8	9.6	11.9	2.7	134	221	37.8	20/52 1495 29.2.12
C-CLASS 4dr	★★★★★	C63 AMG Black 186	40	9.2	3.3	7.5	2.66	510	457	37.2	15/25 1775 5.9.12	
NEW C-CLASS 4dr	★★★★★	C220 Bluetec	145	8.1	22.9	8.1	11.7	2.8	168	295	42.4	41/51 1700 23.7.14
CLA 4dr coupé	★★★★★	220 CDI Sport	143	8.3	23.1	8.0	4.8	2.9	168	258	37.3	44/54 1525 26.6.13
SLK 2dr cc	★★★★★	SLK 200	149	7.5	18.9	7.0	9.9	2.8	181	184	31.3	30/41 1485 27.7.11
E-CLASS 4dr saloon/5dr estate/2dr convertible	★★★★★	E250 CDI auto	147	7.0	20.3	7.4	*4.4	2.9	201	367	34.8	36/42 1780 24.6.09
E350 CDI estate/14dr	★★★★★	E350 CDI estate/14dr	6.9	19.2	6.9	*4.0	2.9	228	398	38.9	29/36 1995 17.2.10	
E250 CGI cab	★★★★★	E250 CGI cab	155	7.4	19.6	7.5	4.5	2.4	201	229	30.0	26/36 1745 14.4.10
CLS 4dr coupé/5dr estate	★★★★★	CLS 4dr Eff.	155	6.5	16.0	5.7	*3.3	2.5	302	273	37.6	29/38 1775 13.4.11
350CIDI S/Brake 155	★★★★★	350CIDI S/Brake 155	70	18.5	6.4	*3.8	2.9	261	457	39.6	36/43 1980 9.1.13	
S-CLASS 4dr saloon/2dr coupé	★★★★★	S350 Bluetec	155	7.3	19.0	6.8	*3.9	2.7	255	457	45.6	34/44 1975 16.10.13
S63 AMG coupé 155	★★★★★	S63 AMG coupé 155	4.5	9.6	3.4	6.8	2.7	577	664	42.8	22/25 2070 3.12.14	
GLA 5dr 4x4	★★★★★	220 CDI SE	134	8.1	23.8	7.8	4.7	2.65	168	258	36.4	40/48 1535 14.5.14
M-CLASS 5dr 4x4	★★★★★	ML 250	130	8.8	28.4	9.3	11.0	2.9	201	368	36.2	38/41 2310 2.5.12
GL 5dr 4x4	★★★★★	GL 5dr 4x4	137	8.3	24.8	8.2	5.0*	2.6	255	457	37.7	28/33 2455 24.7.13
GL350 AMG Spt 137	★★★★★	SL 2dr convertible	143	8.3	24.8	8.2	5.0*	2.6	255	457	37.7	28/33 2455 24.7.13
SL 2dr convertible	★★★★★	SL500	155	4.3	9.9	3.6	6.5	2.7	429	516	39.6	10/24 1815 7.8.08
SL63 AMG	★★★★★	SL63 AMG	155	4.6	10.4	3.8	8.7	2.5	518	465	34.3	17/21 2000 8.5.12
SL65 Black	★★★★★	SL65 Black	200	4.2	8.5	3.0	6.0	2.5	661	737	37.4	16/22 1880 8.4.09
MG												
3.5dr hatch	★★★★★	1.5 3Form Spt	108	11.4	41.5	11.6	19.6	2.8	105	101	22.2	37/41 1150 25.12.13
6.5dr hatch	★★★★★	1.8 T	120	8.8	25.8	9.2	11	2.8	158	159	28	29/37 1525 11.5.11
MINI												
MINI 3dr hatch	★★★★★	Cooper S	146	6.9	17.1	5.9	6.7	2.5	189	221	26.4	35/54 1235 2.4.14
Cooper S	★★★★★	JCW GP	150	6.6	14.9	5.2	5.6	2.4	215	192	23.6	34/45 1160 20.2.13
COUNTRYMAN 5dr hatch	★★★★★	Cooper D All4	115	11.1	-	11.5	16.1	2.6	110	199	34.8	39/43 1475 29.9.10
COUPE 2dr coupé	★★★★★	JCW	149	7.2	17.0	6.0	6.0	2.8	208	207	23.9	33/46 1230 26.10.11
ROADSTER 2dr convertible	★★★★★	Cooper S	141	8.1	19.9	7.3	8.0	2.5	182	177	23.7	33/45 1260 9.5.12
MITSUBISHI												
ASX 5dr hatch	★★★★★	1.8 DiD 3	124	10.0	28.8	10.1	8.6	2.8	148	221	29.6	49/57 1490 21.7.10
OUTLANDER 5dr 4x4	★★★★★	2.2 DiD GX5	118	10.2	32.9	10.1	11.1	3.07	147	265	34.7	38/45 1675 27.3.13
2.2 DiD GX5	★★★★★	2.2 DiD GX5	106	10.0	30.5	9.5	6.2	3.0	200	245	-	44/38 1810 16.4.14
MORGAN												
PLUS 8 2dr convertible	★★★★★	4.8 V8	-	4.9	11.1	4.0	8.3	3.2	390	370	36.0	24/32 1230 22.8.12
3 WHEELER 2dr convertible	★★★★★	3 Wheeler	115	8.0	29.9	7.7	5.1	3.56	80	103	21.3	30/- 520 6.6.12
NISSAN												
MICRA 5dr hatch	★★★★★	1.2 Tekna	105	11.6	-	12.3	18.7	3.0	79	81	22.6	45/53 1002 19.1.11
NOTE 5dr hatch	★★★★★	1.2 Acenta Prrm	106	12.6	-	13.4	20.3	2.9	79	81	21.8	42/54 1036 9.10.13
PULSAR 5dr hatch	★★★★★	1.5 dCi n-tec	118	10.9	35.5	10.8	13.1	2.9	108	192	35.7	50/57 1307 12.11.14
JUKE 5dr hatch	★★★★★	1.5 dCi 2WD	111	10.3	41.6	9.9	12.7	3.0	115	117	19.5	36/46 1230 3.11.10
Acenta 1.6	★★★★★	Nismo 1.6	134	6.9	17.2	6.0	7.2	2.5	197	184	23.8	31/39 1295 22.5.13
Nismo 1.6	★★★★★	Nismo RS	137	7.5	18.7</							

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MATT BURT

Rear View Mirror: tales from our archive



# Giugiaro's vision of a 1990s Jaguar

## 15 August 1990

**B**ehold the Kensington, an early 1990s interpretation from the pen of the great Giorgetto Giugiaro of how future Jaguar saloons should look. The car appeared as a styling model at the 1990 Geneva motor show and was later turned into a swooping prototype based on the chassis and mechanicals of the Jaguar XJ12 Sovereign HE.

Peter Robinson, at the time Autocar's European editor, had the opportunity to drive the Kensington but was taken more with its technology than with its on-road manners or looks.

"Forget the controversial styling for one moment and consider Giugiaro's Kensington Jaguar as perhaps the greatest automotive party trick of all time," he wrote.

"You walk up to it holding a small device barely the size of a cigarette packet. On it are six small buttons. Stand 15ft away, point the control box at the car, press the appropriate button and there's a mild clunk as the doors unlock.

"Nothing unusual in that – except this time it's followed by a whirr and a click as the driver's door begins to open. Believe me, it's an eerie sensation, watching a car

**'Forget the styling and consider Giugiaro's Kensington Jaguar as perhaps the greatest automotive party trick of all time'**

door extend out from the body, unaided by human hands.

"What happens next is even more bizarre. Squeeze another of the buttons and almost simultaneously the starter motor whirrs, as the Jaguar V12 engine fires up before quickly settling down to a smooth idle.

"You stare, not believing what you know to be true. The door is open, the engine running and your eyes tell you there's nobody in the driver's seat.

"No, it's not done by trickery, just modern electronics. And both features can be expected to reach production cars during the coming decade."

Driving the Kensington was broadly similar to driving contemporary V12-engined Jaguars, but the styling was a radical departure.

"What you're most aware of with the Kensington is the startling change in interior ambience. In his quest to build a contemporary Jaguar, Giugiaro has forsaken the traditional timber interior.

"The sweeping, moulded plastic dashboard is massive, running off to the base of the windscreen and down a very wide, bulky console which contains a battery of LCD controls.

"The front quarter-light window is almost as wide at its base as the door's opening window. In fact, the A-pillars are so long and steeply angled that you sit well back from the base of the windscreen. You see little of the bonnet, while rear visibility is also poor."

Robinson reported that Jaguar executives had examined the car but had made no further contact.

"Giugiaro insists a '90s Jaguar should look like the Kensington. Jaguar has its own interpretation of the future, but we won't be allowed a preview of that until 1995 at the earliest," he concluded.

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